REGISTERED No. 1—127

The Bombay Gazette.

No. 8,913.—New Series. BOMBAY :—MONDAY, SEPTEMBER 3, 1877.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
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Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... As. 4.

Price for back numbers varies according to time between As. 8 and Re. 1.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	3 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	6 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines	Rs. 1-0
Each succeeding line	,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 13 lines of which go to the inch.

Domestic occurrences : each—two rupees.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. CHANDA, 2040 Tons, 200 H. P., Commander C. C. D. Hutcheon, on THURSDAY, the 6th September 1877, at 4 P.M., calling at Kalbadevie Bay, Vingorla, Goa, Cherrar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppy, Tuticorin, Colombo, Galle, Negapatam, Madras, Callingapatam, Coconada, Visagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

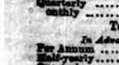
Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S.S. EUPHRATES, 803 Tons, 120 H.P., Commander J. L. Shiell, on WEDNESDAY, the 5th September 1877, at 4 P.M., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, LINGA, BUSHIRE, FAO, BUSHEH, and occasionally at BAHREIN and MAHOMERAH.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the S. W. Monsoon, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 2 p.m.

The S. S. EUPHRATES, 803 Tons, 120 H. P., Commander J. L. Shiell, on WEDNESDAY, the 5th September 1877, at 4 p.m.

The S. S. VINGORLA, 576 Tons, 120 H. P., Commander A. Gray, will be despatched on SATURDAY, the 8th September 1877, at 3 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	....	£4
Suez	30	23	....	6
Port Said	25	24	....	9
Messina	50	34	....	14
Palermo	50	34	....	14
Leghorn	50	34	....	14
Genoa	50	34	....	14
Marseilles	50	34	....	14-10

Without Provisions. With Provisions.

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

PERSIA, to sail on MONDAY, 1st October, 1877.

ARABIA, to sail on THURSDAY, 1st November 1877.

AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For head-money of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th July 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL, DIRECT, AND TO LONDON, OVERLAND, VIA NAPLES OR GENOA.

THE S. S. CHILDWALL HALL, 2,100 Tons Register, 300 H.P. nominal, Captain TREGARTHEN, will sail on the 20th September, and will be followed by the

S. S. TRENTHAM HALL, 2,100 Tons Register, 300 H.P. nominal, Captain SHAW, on the 13th Oct., and by the

S. S. BRANKSOME HALL, 1,00 Tons Register, 300 H.P. nominal, Captain BRAND, on the 3rd Nov., and by the

S. S. CITY OF BALTIMORE, 2,300 Tons Register, 300 H.P. nominal, Captain COLLIN, on the 28th Nov.

RATES OF PASSAGE MONEY, Rs. 500 TO LIVERPOOL.

Passengers are booked through to London, Naples, or Genoa, in connection with the Rubattino S. N. Company, at the following rates, including the Railway journey from Turin to Modane, Rubattino Steamer, from Alexandria to Naples or Genoa, and Railway journey thence :—

FARES.

Bombay to London, via Genoa	Rs. 578
Do. do. ,, Naples	,, 600
Do. Naples	,, 470
Do. Genoa	,, 490

A Rubattino Steamer leaves Alexandria every Friday.

For passage or further particulars apply to

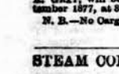
KING, KING & Co.,
or to
W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs Henry S. King and Co. and Messrs. King Ranlade and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Insurances, Sovereigns, Circular Notes, Shipment of Baggage, &c. will be attended by Messrs. King, King and Co. here.

Bombay, June 9, 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.



THE following or other First Class Steamers of the ANCHOR LINE will be despatched between Glasgow, Liverpool and Bombay and vice versa via Naples :—

Vessels.	Tons.	H.P.	Commanders.	From Glasgow.	From Liverpool.	From Bombay.
Macedonia	3273	386	J. Laird	4th Aug.	11th Aug.	2nd Sept.
Trinacria	2107	424	R. Hutchison.	18th ,,	25th ,,	6th Oct.
Europa	2877	424	J. Harris	8th Sept.	15th Sept.	27th ,,
Australia	2930	424	T. Butler	22nd ,,	29th ,,	10th Nov.
Italia	2245	424	J. Donaldson.	6th Oct.	10th Oct.	21st Nov.
Olympia	2050	424	A. Rait	20th ,,	27th ,,	8th Dec.

RATES OF PASSAGE MONEY.

TO NAPLES	Rs. 400
TO LIVERPOOL	Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York. For passage, &c., apply to

W. & A. GRAHAM & Co.,
Bombay, 21st Aug 1877. Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
(a) MONGOLIA	2932	450	A. Coleman	7th Sept.
VENETIA	2726	450	W. R. Andrews ..	14th do.
(a) INDUS	3470	500	S. D. Shallard ..	21st do.
TRAVANCORE..	1909	350	W. Barratt	1st Oct.
(a) KHEDIVE	3742	600	J. D. Steward ..	8th do.
CHINA	3015	400	T. Alderton	15th do.
(a) BOKHARA	2932	450	W. A. Anderson.	22nd do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (a) proceed direct to Southampton ; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Masagon, at 5 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay 1st September 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captain.	
GEELONG	1835	250	C. Fraser	3rd Sep. at 3 p. m.
NIZAM	2725	450	A. E. Barlow ...	17th Sep. do.
SAMNEER	2431	370	A. Symons	2nd Oct. do.
GWALIOR	2725	450	J. E. Babot	16th Oct. do.

F. D. PARKER,
Bombay, 1st September 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Coaptain.	
ASSAM	3033	500	N. Stewart.....	15th Sept. at 8 p.m.
TANJORE	2263	450	W. W. Pentman..	13th Oct. at 3 p.m.

F. D. PARKER, Acting Superintendent.

Bombay, 1st September 1877.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 2, MARINE STREET BOMBAY.

McEWAN'S BEER, McEWAN'S BEER.

Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms, THIS DAY, MONDAY, the 3rd September, at 3 p.m., a consignment of this excellent beer, just received per Scottish Chief, comprising—

105 casks, each 4 dozen quarts.
45 ,, 7 ,, pints.

This is in perfectly sound condition and will be sold in small lots.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 3rd instant, sale commencing at 3 P. M., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms.—

10 bales grey shirtings.
10 cases white ground steam prints.
6 ,, ,, madder prints.
6 ,, ,, red prints.
5 cases 36 in. 31 yds. white long cloth.
2 cases 38 in. 20 yds. white jaconnets.
4 bales 39 in. 39 yds. grey shirtings.
600 perforated zinc sheets, 8 by 2.
40 doz. Banister brushes.
On account and risk of the indentor—
11 Japanned bath tubs and 1 hip bath.
1 ,, ,, office washstand.
24 dozen galvanized buckets, 11 12, 13 and 14 inches.
12 ,, ,, hds. 1, 2, 3 and 4.
25 ,, ,, sets shoe brushes.
47 superior Japanned cash boxes, 8 to 12 inches.
12 dozens tin coffee pots and tea kettles.

SALE OF WRECK.

To be sold by Public Auction, on account of the concerned, by Messrs. CRAWFORD & Co. at their rooms on WEDNESDAY, the 5th September, at 3 p.m.

The wreck of the ship "Feronia," 1,250 tons register, coppered and copper fastened, as it now lies within 100 yards of the shore in 12 feet of water abreast of the City of Una, and three miles of the Fort of Diu, with all stores and fittings that are now on board the wreck. The following is a correct list of the stores and fittings now on board :—

2 Pattent bower anchors, 1 stream, 2 kedges, 2 cables, each 120 fathoms, 90 fathoms of mooring chain, 2 main pumps and gear, 1 windmill pump and gear, 1 force pump and gear, 1 windlass and hawse-pipe, donkey engine and boiler, 15,400 gallons water tanks, 4 oil tanks with quantity of oils, paints, brushes, &c., 1 complete suit of sails, 17 bolts of new canvas, 6 coils of new rope, 2 tierces of beef and 6 of pork, and a quantity of other articles too numerous to mention.

The whole of the purchase money shall be required at the time of sale.

AUCTION SALE of handsome household furniture, plated glass and porcelain wares, piano, polished steel bicycle with india rubber tyres, pictures, &c., at No. 6, Grant's Buildings, Colaba.

On SATURDAY, the 8th September, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at No. 6, Grant's Buildings, Colaba, the handsome household furniture, piano, bicycle, &c., the property of M. Blackburn, Esq.

Full particulars will be given hereafter.

SALE OF SUPERIOR FIRST CLASS MOULMEIN TEAK SQUARES.

On SATURDAY, the 8th September at 4 P. M., Messrs. CRAWFORD and Co. will sell by Public Auction at Frere Bunder :—

About 200 Superior 1st Class Moulmein Teak Squares.

In small convenient lots to suit the requirements of purchasers.

SALE OF VALUABLE JEWELLERY AND SILVER WARE.

Under Instructions from the Administrator General, Messrs. CRAWFORD & Co., will, on TUESDAY next, the 11th sept., sell by Public Auction at their rooms at 2 p.m. the valuable Jewellery and silver ware belonging to the estate of the late Muthoora Gomtoo Naikin Shirodkureen, comprising gold ornaments call'd kakaas, koolack, chundushar, heera-kunthy, chund, patees, toddas set with diamond, bars, goomdas, rings, and other ornaments, pearl bangles set with emeraids, pearl koodys, moogrees, salkees, nag, nose ring, chandlis, kaligathy, tunmony, kap, and other ornaments, silver cups, boxes, lotas, chowkols, chunam box, trays, saucer, kammul, anklets called sackla, utterdanee, currundis, &c., &c.

The above will be on view 4 days before the day of sale.

SALE OF HOUSEHOLD FURNITURE, CHANDELIERS, WEARING APPARELS, &c.

Under instructions from the Administrator General, Messrs. CRAWFORD & Co. will, on THURSDAY next, the 13th Sept., sell by Public Auction in Agiary Lane, near Funuswady, the household furniture, &c., belonging to the estate of the late Muthoora Gomtoo Naikin Shirodkureen, consisting of furniture, 3 light chandeliers, single and double light wall brackets, gold and silk embroidered female dresses and shawls, copper and brass utensils, &c.

CRAWFORD & Co.

Bombay, 3rd September 1877.

NEW ADVERTISEMENTS.

THE INDIAN RAILWAY TRAVELLERS' GUIDE FOR AUGUST.

In presenting the August number of the Indian Railway and Travellers' Guide to the public, the Publisher would call attention to the careful revision which it has undergone. A considerable amount of information has been added, and the whole work has been brought down to date. Special attention is requested to the Tables of Through Rates and Distances from Bombay and to the Through Trains Tables. The whole of the matter contained in this month's issue has been completely reset in newer and better type, and the revision of the matter has been effected by a gentleman who has had special opportunities of acquiring information, and has himself travelled over the greater part of India.

Bombay Gazette Office, August 1877.

For Sale at this Office, under the authority of the Bombay Chamber of Commerce.

THE AMENDED FORM OF BILL OF LADING for Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 23th August 1877. Price or 100 Copies, Rs. 4 ; 50 Copies, Rs. 2-8 ; 25 Copies, Rs. 1-4 ; and for single Copy, One Anna.

J. NEUBERG.
5, Meadow Street.

JUST TO HAND,
PER S.S. MALWA,
A CHOICE PARCEL OF
MANILLA
CIGARS AND CHEROOTS,
"CAVITE" BRAND,

Extra fine quality and size. The finest production of the MANILLAS, and CHOICEST IMPORTATION of the Season.

Carefully selected by Mr. NEUBERG'S SPECIAL AGENT AT
MANILLA.

No. 1 CIGARS,
Rs. 90 per 1,000.
Per Box of 50, Rs. 5.

CIGARS AND CHEROOTS
No. 2,
Rs. 65 per 1,000.
Per Box of 100, Rs. 7.

No. 3 CIGARS,
Rs. 40 per 1,000,
Per Box of 200, Rs. 9.

SAMPLES POST FREE ON APPLICATION.

J. NEUBERG,
MEADOW STREET, BOMBAY.

NEW ADVERTISEMENTS.

CONCERT—TOWN HALL.

UNDER THE PATRONAGE OF H. E. THE GOVERNOR.

ON TUESDAY AFTERNOON next, the 4th instant, at 5-30 p.m. precisely, a CONCERT will be given in the Town Hall in AID of the FUNDS of the ORPHANAGE for NATIVE GIRLS at St. JOSEPH'S CONVENT, BANDORA.

The following Ladies and Gentlemen, Mrs. Morland, Mrs. Mackay, Mrs. Adams, Mr H. Maxwell and Mr. Maxwell Tod have kindly promised their assistance as Vocalists, and Mr. Locke Gray has kindly promised to perform on the Organ if circumstances permit.

Tickets (Rs. 2 each) may be obtained from Messrs. SOUNDY & Co., TREACHER & Co., and Messrs. KEMP & Co.

GRANT ROAD THEATRE.

COLONZO HAS ARRIVED
WITH HIS
MARIONETTE TROUPE,
AND
WILL GIVE THEIR SECOND PERFORMANCE
ON MONDAY, SEPTEMBER 3RD.

Plan of the Theatre and Tickets to be had at Messrs. ROSE & Co., Rampart Row, Fort.

AN ENGINEER, who has had six years active Indian experience in erecting Buildings and Machinery and is well up in Designing and Estimating, is open to an engagement on a salary or commission as superintending Engineer. Apply by letter to LONDON, care of *Bombay Gazette* Office.

WANTED an EXPERIENCED SPINNING MASTER, either European or a Native of India, on a moderate salary.

Applications will be received up to the 10th instant.

By Order of the Board of Directors,
J. HEUTOR,
Secretary and Treasurer.

The New Colaba Co., Limited, Bruce Lane, 1st Sept. 1877.

NOTICE—It is hereby notified that the Undersigned did, on the 1st inst., PAY to HER MAJESTY'S TREASURY in Bombay the sum of Rupees 16,000, being the 98th Monthly Instalment of the FIRST FIFTEEN LAC LOAN, with interest, and the sum of Rupees 14,000, being the 98th Monthly Instalment of the VEHAR WATER WORKS DEBT, aggregating Rupees 30,000.

J. H. GRANT,
Acting Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 1st Sept. 1877.

THE DHOLLERA PRESS AND GINNING COMPANY, LIMITED.

AT a MEETING of the SHAREHOLDERS held on the 29th August, a DIVIDEND of Rs. 15 per share was declared. Dividend Warrants may be had on application to the Managers.

The SHARE REGISTER will be CLOSED till the 14th inst.

GREAVES, COTTON & CO.,
Managers.

7, Hummum Street, Bombay, 1st September 1877.

MESSRS. ALDRIDGE, SALMON AND CO. have received fresh Consignments of the undermentioned first class WINES, &c.

From PAGE AND SANDEMAN.

Amontillado Sherry	Rs. 25	per doz.
Cusénier's Fine Brandy	,, 24	,,

From A. COLLINS (Chalons)

Carte Blanche Champagne	,, 30	,,

From G. Preller and Co. (Bordeaux)

St. Julien Claret quarts	,, 9	,,
Lormont Claret ,, ...	,, 12	,,
Chateau Belair ,, ...	,, 18	,,
Haut Barsac ,, ...	,, 15	,,
Chablis ,, ...	,, 16	,,

Pints of all these wines can be had at Rs. 2 per case of 2 doz extra.

THE FOLLOWING
IS AN
EXTRACT FROM A LETTER,
dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts :—

"I must also beg to say that your Pills are an excellent medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite ; this is owing to taking your Pills. I am 78 years old.

"Remaining, Gentlemen, yours very respectfully,
L. S.

To The Proprietors of
NORTON'S CAMOMILE PILLS, London.

D. FERNANDES & CO.,
DISPENSING CHEMISTS,
30, MEDOWS STREET, BOMBAY.

PRESCRIPTIONS are CAREFULLY DISPENSED with the PUREST DRUGS and Chemicals, Under the personal superintendence of our Mr. FERNANDES, who has had twenty years' experience in the business at Messrs. TREACHER & Co., Bombay.

CONSULTATION FREE.

MEDICINE CHARGES VERY MODERATE.

Patent Medicines of all kinds ; Dietetic Preparations ; Toilet Requisites ; Pebble Spectacles ; Rye Glasses and Preservers ; Smelling Salt bottles in varieties, &c.

UP-COUNTRY ORDERS ACCOMPANIED BY REMITTANCE OR REFERENCE, RECEIVE PROMPT ATTENTION.

NEW BERAR COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the NEW BERAR COMPANY, LIMITED, will be held at the Registered Office of the Company, Rampart Row (Treacher's Building), on WEDNESDAY, the 12th September, at 3 p.m., to transact the following business :—

1. To receive the Directors' Report and the Audited Accounts up to 30th June 1877.
2. To declare a Dividend.
3. To elect a Director in the room of the Director who retires by rotation, but is eligible for re-election.
4. To appoint Auditors and fix their remuneration.
5. To transact any other business which the Chairman may bring before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 15th September, both days inclusive.

By order of the Directors,
GADDUM AND Co.,
Secretaries and Treasurers.

Bombay, 30th August, 1877.

THE NEW DHURRUMSEY POONJABHOY SPINNING AND WEAVING COMPANY, Ld.

NOTICE is hereby given, that the THIRD ANNUAL ORDINARY GENERAL MEETING of the shareholders of the above Company will be held at the Registered Office of the Company, No. 8, Hornby Row, Fort, on SATURDAY, the 15th September 1877, at 3 P. M., for the purpose of transacting the following business :—

I. To receive the Directors' Report and Audited Balance Sheet made up to 30th June 1877.
II. To declare a Dividend.
III. To confirm the appointment of the Directors in place of Messrs. Morarbhoy Vishbookundass and Bhavanjee Khoobchund, resigned.
IV. To appoint Directors in room of those who retire from office, but who are eligible for re-election.
V. To appoint Auditors for the current year and to fix their remuneration.

By Order of the Board of Directors,
MUNCHERSHA BAZONJEE,
Secretary.

Bombay, August 30, 1877.

N. B.—The SHARE TRANSFER BOOKS of the Company will be CLOSED from 1st to 15th September 1877, both days inclusive.

HORMUSJEE SORABJEE.

NEW BOOKS.

	Rs. a.
Scott's Practical Cotton Spinner's and Manufacturer's, or Manager's, Overlooker's, and Mechanic's Companion, New Edition, Revised with additional Examples &c. 1877	7 8
Baird's American Cotton Spinner and Manager's and Carder's Guide	4 12
Foisy's Cotton Manufacturer's Assistant	1 4
Prestwich's Young Man's New Pocket Guide to Cotton Spinning	1 0
Edward's Spinner's Guide, or Manager's and Cardor's Assistant	1 4
Hyde's Cotton Spinner's Guide	6 12
The Overlooker's and Weaver's Guide, to Calico Weaving ...	0 12
Watson's Theory and Practice of the Art of Weaving ; by Hand and Power	8 0
Goodfellow's Merchant's and Shipmaster's ready Calculator	5 0
Textile Colourist, a Journal of Bleaching, Printing, and Dyeing, and finishing Textile Fabrics, and the Manufacture and Application of Colouring Matters ; 2 vols	32 12

HORMUSJEE SORABJEE.

RUSSELL'S WORK on H. R. H. THE PRINCE OF WALES' TOUR IN INDIA, 2nd Edition, handsomely bound and illustrated. Rs. 24

HORMUSJEE SORABJEE.

26, Meadow Street, Fort.

BEST MOCHA COFFEE,

Roasted and Ground by a first-rate London roaster in hermetically sealed tins of 1 lb. each. Cash Re. 1-8.

TREACHER & Co. (Limited.)

LETTER BARS.

Graduated for England and Inland Postage, the most convenient instrument for determining amount of Postal Rates for Letters ever introduced. Cash Rs. 4.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

DEVONSHIRE CIDER,
BOTTLED BY FOSTER.

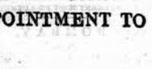
THE SEASON'S DISTILLATION of this deliciously refreshing Beverage has arrived, and fully maintains the high reputation of the Bottlers.

Quarts per doz. Cash Rs. 9-0.
Pints ,, ,, ,, 6-0.

SOLE AGENTS,
TREACHER & COMPANY (Ld.),
BOMBAY, BYCULLA, AND POONA.

TREACHER AND COMPANY, LIMITED,

CHEMISTS, &c. BY SPECIAL APPOINTMENT TO



HIS EXCELLENCY SIR RICHARD TEMPLE, BART., K. C. S. I., GOVERNOR OF BOMBAY.

TOILET REQUISITES

PREPARED EXPRESSLY FOR INDIAN USE.
CAMPHORATED MYRRH & ROSEATE DENTIFRICES.
ANTISEPTIC SUPARI TOOTH PASTE.
TINCTURE OF MYRRH & BORAX, PREPARED WITH EAU DE COLOGNE.
TOOTH BRUSHES WITH BLEACHED AND UNBLEACHED BRISTLES, OF SUPERIOR MANUFACTURE,
MARROW AND CANTHARIDINE POMADES.
ERASMUS WILSON'S HAIR WASH, CIROLINE.
PURE VEGETABLE HAIR OILS, HAIR BRUSHES,
AND DRESSING COMBS,
ROSE GLYCERINE COLD CREAM.
SUPERFINE VIOLET POWDER, INDIAN TOILET POWEDR.
GLYCERINE, CARBOLIC, HONEY, BROWN WINDSOR,
AND OTHER TOILET SOAPS.
FIBRE AND BRISTLE NAIL BRUSHES, SHAVING BRUSHES.
TURKEY AND HONEYCOMB SPONGES, SPONGE BAGS,
FLESH GLOVES AND BRUSHES.
TOILET VINEGAR, MOSQUITO BITE LOTION.
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ESSENCE OF WHITE ROSE, GENUINE EAU DE COLOGNE, ETC.
WHOLESALE & RETAIL AGENTS FOR
ROWLAND'S MACASSAR OIL, ESSENCE OF TYRE, KALYDOR, AND ODONTO.

MEDICAL APPLIANCES & REQUISITES FOR THE SICK-ROOM.

ELASTIC ABDOMINAL BELTS OF SUPERIOR CONSTRUCTION AND QUALITY, ELASTIC STOCKINGS, LEGGINGS AND KNEECAPS, ADAPTED FOR INDIAN WEAR.
CIRCULAR SPRING TRUSSES OF VARIOUS PATTERNS.
MOC-MAIN TRUSSES,
AIR CUSHIONS, PILLOWS AND BEDS.
WATERPROOF SHEETING. BED-PANS.
INDIA RUBBER ICE AND HOT WATER BAGS.
INVALID'S CUPS, STOMACH AND FOOT WARMERS.
ENEMA APARATUS OF EVERY DESCRIPTION.
INHALERS, RESPIRATORS.
GRADUATED MEDICINE GLASSES.
SPONGIO-PILINE, OILED SILK, LINT, &c.
DISINFECTANTS OF VARIOUS KINDS.
MEDICAL ELECTRIC APPARATUS AND GALVANIC CHAIN BANDS FOR CONSTANT WEAR.
BEST PEBBLE SPECTACLES, EYE-PRESERVERS AND SHADES.

BOMBAY, BYCULLA, & POONA.

SPARKLING SAUMUR.

THE introduction of these CHAMPAGNES from the Vineyards of SAUMUR has, owing to the favorable opinion of the Medical Profession as to their excellent quality, led to an almost unprecedented demand.

Price Rs. 25 per dozen, or for Cash Rs. 24-4 per dozen.

SCHNAPPS.

SCHIEDAM AROMATIC SCHNAPPS,
ANTI-DYSPEPTIC CORDIAL.

The enormous sale of Henke's Aromatic Schnapps in the Colonies, and the excellence of the Spirit as a medicinal agent, has induced us to secure the Right for its exclusive Sale in India. The extraordinary medicinal and invigorating properties of this pure Tonic, have led to its extensive consumption throughout the civilized world.

CASH Rs. A.	CREDIT. Rs. A.
15-12	16-0

GRAVES.

A small parcel of this is also just to hand ex "CHEOPS."

Rs. 15, or for Cash, Rs. 14-8 per dozen.

CUTLER, PALMER & CO.

2, Dean Lane, Bombay.

ARRIVAL OF NEW MUSICAL STOCK PER S. S. ASSAM AND SURAT.

THE BOMBAY MUSICAL DEPOT,
S. ROSE & Co., 9, RAMPART ROW.

JUST RECEIVED NEW SUPPLIES OF SHEET AND BOUND MUSIC.

HARMONIUMS	from Rs. 110 to Rs. 250
AMERICAN ORGANS	from Rs. 300 to Rs. 600
PIANOFORTES	from Rs. 300 to Rs. 1200
HARMONIFLUTES	from Rs. 45 to Rs. 85
ORCHESTRINES	from Rs. 300 to Rs. 600
GUITARS	from Rs. 40 to Rs. 120
VIOLINS	from Rs. 30 to Rs. 120
BANJOS	from Rs. 6 to Rs. 45
FLUTES	from Rs. 2 to Rs. 64
FLAGEOLET'S	from Rs. 5 to Rs. 25
CONCERTINAS	from Rs. 5 to Rs. 25
Do. ENGLISH	from Rs. 55 to 100

MUSICAL INSTRUMENTS and MILITARY BAND INSTRUMENTS of every description kept in stock. Full particulars and Catalogues on application to

S. ROSE & CO.,
9, RAMPART ROW, BOMBAY.
NOTE NEW ADDRESS.

MESSRS. C. MARCKS & CO.'S
FIRST CLASS WATCHES.

SPECIALLY manufactured for India and warranted to keep correct time in any temperature.

Gentlemen's Gold Hunting Keyless Lever Watches, with Compensation Balance, ¼ Plate and Jewelled in 10 holes, first quality, cannot be too highly recommended			Rs. 350
Do.	Gold Semi-Hunting	Do. Do.	,, 350
Do.	,, Crystal-Faced	Do. Do.	,, 330
Do.	,, Hunting. Do.	2nd Quality Do.	,, 290
Gold Watches, not Keyless, from			Rs. 150 to Rs. 250
Ladies' Gold ¼ Hunting Keyless Lever Watches in plain, Engine-turned and richly chased Cases			Rs. 225 to Rs. 250
Do.	Gold Crystal-Faced Keyless Lever Watches, with Compensation Balance		,, 200
Do.	Gold Watches, Cheaper Descriptions, not Keyless, Open-Faced, Hunting and ¼ Hunting		Rs. 50 to Rs. 120

SPECIALTY.

1st Class ¼ Plate Silver Semi-Hunting, Hunting and Crystal-Faced Watches of best manufacture, Chronometer Balance	Rs. 150, 145 and 140
Silver Hunting, ¼ Hunting and Crystal-Faced Keyless Watches, Screw Balance, from	Rs. 100 to Rs. 125
Silver Hunting Keyless Lever Watches	,, 65 to ,, 75
Silver Double Crystal Keyless Lever Watches	,, 50
Silver Hunting, ¼ Hunting, and Open-Faced Watches, not Keyless	Rs. 40, 45 and 50

IMPORTANT TO SHIKAREES, TRAVELLERS AND PEOPLE IN THE DISTRICTS.

German Silver Open-Faced Keyless Lever Watches of superior make, strong and durable, and guaranteed to stand hard wear and tear and keep accurate time ..... Rs. 30 each

Gold Keyless Hunting and Open-Faced Keyless Clock Watches, from	Rs. 800 to Rs. 1,600
Gold Hunting ¼ and Minute Repeaters	,, 800 to ,, 2,000
Gold Perpetual and Ordinary Calendar Watches	,, 400 to ,, 1,800
Gold Chronographs and Chronometers	550 ,, 800

C. MARCKS AND CO.,
WATCH-MAKERS,
JEWELLERS AND OPTICIANS,
BOMBAY AND POONA.
Agents for Messrs. Thomas Russell and Son's Watches.

NEW ADVERTISEMENTS.

DANISH BUTTER,
CHOICEST QUALITY.
Per 1 lb. tin, Cash Re. 1-6.

TREACHER & COMPANY, Ld.

D. S. KEMP & Co.

SILVER

COMMERCIAL INTELLIGENCE

SATURDAY EVENING, 1st SEPTEMBER 1877.

THE has been a peculiarly quiet day in business circles, the general dulness having been intensified by to-day being the Hindoo Gocul Ashtami holiday as well as the usual half holiday.

Reuter quotes Consols in London yesterday unchanged at 95¼, and French Rentes, ¼ per cent lower, at 105¾.

The Liverpool Cotton Market of yesterday is described as unchanged, sales of 8,000 bales, of which 700 were Surats, were reported. Reuter's telegram of yesterday from New York quotes Middling Uplands, ready, at 11, and Futures of November shipment at 10 9/16 cents., in the latter case a decline of 1-16 cents. per lb.

The visible supply of Cotton for all Europe on the 30th ultimo compares as follows with the figures for the two preceding years to the same date :—

	1877.	1876.	1875.
Total supply of all kinds..	1,750 000	1,862,770	1,846,000
,, ,, Surats.	422,000	633,650	872,100
For the U. K. alone the figures are :—			
Stock in Liverpool.....	866,000	803,610	827,770
,, ,, London.....	33,000	41,550	71,320
American Afloat.....	30,000	31,000	14,000
E. Indian ,, ...	149 000	250 000	277,000
	1,018.000	1,126,160	1,190,090
Price of Mid. Orleans ...	5 1-16d.	6¼d.	7 7-16d.
,, Fair Dhollera ...	5 1-16d.	4 7-16d.	4¼d.
Difference.....	1¼d.	1 11-16d.	2 9-16d.

The American crop figures to date compare as follows with the two previous years :—

	1877.	1876.	1875.
Week's Receipts	3,000	11,000	4,300
,, Exports to U. K.	5,000	6,000	2,500
,, ,, to Continent.	.....	1,000	500
Total Receipts since 1st Sept.	3,948,000	4,127,100	3,467,000
,, Exports to U. K. ,,	1,988,000	2,003 000	1,821,500
,, ,, to Continent ,,	1,031,000	1,228 000	844 100
,, Stock at the Ports	120,000	115,000	68,000

Piece Goods in Manchester yesterday were, according to Reuter, in rather more enquiry at lower prices, but we see no change in quotations as given by him.

Coffee was unchanged, as was also Cocoanut Oil.

The Home Market for Linseed is called fist while Rapeseed is described as quiet. The prices of Linseed, both Calcutta and Bombay, were slightly lower. Rapeseed was unchanged. Wheat Club No. 2 showed no change in prices, while Soft Red had advanced 1s.

Refused Rupee Paper showed no change in London.

Bar Silver is quoted by Reuter at 54½d. per ounce, but we understand that private telegrams have been received to-day quoting it at 54⅞ to ⅞. Reuter's quotation of 54½d. per ounce, mentioned by us yesterday, was apparently erroneous. Exchange on India for 60 days' sight Bills is still given at 1s. 8¾d per Rupee.

STERLING EXCHANGE here shows little alteration from yesterday's rates. Business has been almost at a standstill. One Bank was willing to buy Credits and Document Bills at our lower quotations, the higher rates were, however, the general ones. Our quotations continue almost entirely dependent on those ruling in Calcutta, as there is nothing doing here either in Import or Export business to materially influence rates. We quote on London :—

Bank Bills, on demand.....	1s 8 15-16d. per Rs.
Do. at 3 months' sight ...	1s. 1-16d. ,,
Do. ,, 4 ,, ,, ...	1s. 9½. ,,
Credits, ,, 3 ,, ,, ...	1s. 9 7-32d. to 1s. 9¼d. ,,
Do. ,, 6 ,, ,, ...	1s. 9 13-32d. to 1s. 9 7-16d. ,,

On Calcutta business has been very slack. We quote, on demand, 4 annas per cent. premium, and at 60 days' sight 12 annas to 14 annas per cent. discount.

GOVERNMENT PAPER is as inanimate as it has been for some time. In sympathy with rates in Calcutta 5s have declined here, previous quotations having for some time been nominal. We quote Four, 94; Four-and-a-half, 95; and Five-and-a-half, 101¼ to 101¾ per cent.

SHARES.—The Share Bazaar has been entirely closed to-day for the Gokul Ashtami holiday.

COTTON.—The Market has been quite to day at unchanged quotations. We have not heard of any transactions.

SEEDS AND WHEAT are quite unchanged at our quotations.

PIECE GOODS.—Though there is a more hopeful feeling in the market, very few purchases from first hands have yet resulted. The stocks with dealers are large, and until these get some what cleared off they will not buy to any extent from Importers.

COALS.—No change has taken place in the position, as described for some time.

FREIGHTS continue almost entirely without movement of any kind.

BANK OF BENGAL.

The following is the statement of the affairs of the Bank of Bengal for the week ending 28th August compared with that for 21st August :—

LIABILITIES.	21st August. Rs. A. P.	28th August. Rs. A. P.
Capital	2,00,00,000 0 0	2,00,00,000 0 0
Reserve Fund	18,99 639 0 0	18,99 639 0 0
Treasury Balances	3,15,73,313 0 6	3,04,26,016 5 6
Other Deposits	1,72,31,980 11 7	1,62 14,126 10 6
Bank Post Bills, &c.....	3,43,078 15 2	3,43,758 0 0
Sundries	8,09,606 4 7	8,39,182 13 1
Rs.	7,18,74,188 15 10	6,97,22,709 6 11

ASSETS.	Rs. A. P.	Rs. A. P.
Government Securities.....	1,97,06,954 0 0	1,35,71,345 0 0
Loans on Govt. Securities.	45 90 695 12 0	47 08,395 12 0
Credits on ditto ...	77 74 759 0 5	65,25,675 2 1
Bills Discounted.....	2,23,71,846 15 5	2,33,19,241 4 6
Balances with other Banks	4,42,754 0 1	4,27,135 11 8
Bullion	.....	.....
Bank Post Bills	10,59,737 2 6	10,59,737 2 7
Stamps	8 084 6 0	8,678 10 0
Sundries.....	3,56,217 12 0	2,91,127 13 7
Cash at Head Office	16,56,999 0 0	16,56,999 0 0
Do. at Branches	1,19,44 606 8 7	1,07,91,251 8 9
Rs.	7,18,04,188 15 10	6,97,22,709 6 11

SHIPPING INTELLIGENCE,

AND LISTS OF PASSENGERS BY SEA.

THE BRITISH STEAM SHIP MAUDE, 1,288 tons, Commander J. Lang, sailed on Saturday last, for Calcutta, in ballast.

THE BRITISH STEAM SHIP AKOLA, 315 tons, Commander T. M. Williams, sailed on Saturday last for Karrachee with a general cargo and the following passengers :—Dr. Burroughs' servant, Lt. H. D. M. Minchin and servant.

THE BRITISH SHIP MARY P. KITCHEN, 1,060 tons, Commander Thos. Hughs, arrived in harbour on the 31st ultimo from Liverpool 12th May, with a cargo of 1,640 tons coals. The vessel is consigned to Messrs. Owen and Obell.

DEPARTURES.

Sept.	Vessels.	Commanders.	Destination.
1	Akola (s)	Williams	Kurrachee.
1	Malda (s)	Lang	Calcutta.

The following vessels began to load on Saturday last :—

Steamer Euphrates, for Persian Gulf via Kurrachee.
Barque Gamet's Cliff, for Moulmein.

CALCUTTA.

ARRIVALS.

Aug.			
18	Kate (s).....	Ward.....	Madras, August 23.
	Busheer (s)	Hutchinson ..	Singapore, August 11.
	Arratoon Apear	Milne	Madras, August 24.
29	Berar (s).....	Shillcrope.....	Bombay, August 21.
	Maud (s)	Smith	Madras, August 24.
	Austrian (s).....	Wylie.....	Madras, August 26.
	Ganges	Logan	Mauritius, July 30.

DEPARTURES.

Aug.			
29	Ava (s)	.....	.....
	Duke of Argyll	.....	.....
	Prince Oscar	.....	.....
	Privateer	.....	.....
29	Swaledale (s)	.....	.....
	Timor (s)	.....	.....
	Crusader (s)	.....	.....

REMARKS.

Trincomallee, 28th, 10-55—H M S Undaunted left for Columbo Bombay, 28th, 12-31—H M S Arab left at 18-30 yesterday.
Bombay, Tuesday, 28th, 10-30—Berar, s, grailed at 16. Mails were to leave by special train Tuesday.

PASSENGERS.

Per Busheer—Messrs Lacias and Cross, Mr and Mrs Kibble, Mr Barvels, Branch Pilot and 54 Native.
Per Arratoon Apear—Mrs Milne, and Mr Rennie.

MADRAS.

ARRIVALS.

Aug.			
29	Emerald	.....	Coconada.
	Dorunda (s).....	.....	Calcutta.
	Meinam (s)	.....	Calcutta.
30	Penang (s).....	.....	Bombay & S. Ports.
	Henry Miller	.....	Poonee.
31	Chyebassa (s)	.....	Calcutta.
	Rajpootana (s)	.....	Calcutta.

DEPARTURES.

Aug.			
29	Kingdom of Saxony.	.....	Coconada.
	Beadle	.....	Chandbally.
	Oregon	.....	Cocon da.
	J. C. Stevenson (s)...	.....	Cacutta.
	Marsbaa (s)	.....	Calcutta.
	Timah (s)	.....	Calcutta.
	Stella (s)	.....	Calcutta.
30	Meinam (s)	.....	Pon icherry and Galle.

ARRIVAL OF PASSENGERS.

Per s s Mangrove, at Bombay, on Monday, from Liverpool :—Mr Sharp, Mr A H Baldwin, Mr Cassabhoy Karsey and six deck passengers.

DEPARTURE OF PASSENGERS.

Per s s Dorunda to London via the Suez Canal Aug 31 :—For London—Captain J B Crowther and daughter, Major and Mrs S Parry and infant, Mr N C Tindall, Mr J C Marsden, Mr and Mrs W s Dagermanne.

DAILY IMPORTS.—SEPTEMBER 1.

FROM LIVERPOOL.

City of Baltimore s—30 boxes bar soap and 1 case iron safe, Fazulal y Moosabhoy.
Pembroke s—34 cases porter, Jemsetjee Nowrojee.

FROM LONDON.

Palm s—6 packages brass wire and 10 packages toys, Esmailjee Ebrahimjee Adenwalla and Co; 7 cases empty bottles, Framjee Nowrojee; 20 cases whiskey, Jemsetjee Nowrojee; 33 cases sherry and 25 cases port, Aldridge, Salmon and Co.
Scottish Chief—19 bundles galvanized grass, Hassanally Lallmeyan; 50 drums linseed oil, Jewabhoy Haptoolabhoy.
Pekin s—10 cases brandy, The Bank of Bombay.
Guinevere—14 cases brandy, The Bank of Bombay.
Thibet s—27 cases gin and 20 cases whiskey, D D Shah.
Venetia s—40 cases brandy, Macnaujee and Co.

From GREENOCK.

Galloway—10 cases nitric acid, Rogers and Co.

From BORDEAUX.

Australia s—50 boxes corks, Pallonjee Heerjeebhoy and Son ; 50 cases cognac, 10 cases champagne and 115 cases claret, George Lockyer and Co ; 25 cases champagne and 177 cases brandy, Nesserwanjee Aspundiarjee.

From GENOA.

Australia s—50 cases still hock, George Lockhart and Co.

DAILY EXPORTS.—SEPTEMBER 1.

FOR LIVERPOOL.

Venetia s—82 bales wool, Volkart Brothers.

FOR FALMOUTH.

Glenavon—260 cwts horns, C N Gomes and Co.

FOR HONGKONG.

Geelong s—1,500 baskets onions, Sama Ahmad ; 150 baskets onion, Hasan Babun ; 23 chests opium N S Abraham ; 23 chests opium Haji e Essac Ellias ; 44 chests opium, Hajee Adom Esmail and Co ; 40½ chests opium, S E Sasson ; 91 chests opium E D Sassoon; 46 chests opium, Ebram Noordoo and Co ; 10 chests opium, B Sewpersad, 10½ chests opium, T Sitavam ; 49 chests opium, H A Nool Mahamed ; 11 chests opium ; H A Noor Mahamed ; 48 chests opium, Jairakhoy Feerbhoy 17 bales twist ; E I. Noor Mahamed ; 113 chests opium, D Sassoon and Co ; 9 chests opium, S E Sassoon ; 2 chests opium, K Hurmookroy ; 4 chests opium, M Parbhoodass.

FOR SHANGHAI.

Geelong s—11 chests opium, G Chajeetram ; 18 chests opium, E D Sassoon ; 6½ chests opium, K Jugnath.

HIGH COURT.—SEPTEMBER 3.

(Before the Honourable SIR CHARLES SARGENT.)

LONG CAUSES.

704-76—Tyabjee and Sayani—Pathak Ally &c., vs Mithibai and others—Jefferson and P and Fletcher and Smith and C & B.
Act X of 1865—Hearn and C—In the matter of the East India Bank in Liquidation—Rimington, Hore and Lansley—Pirmanth Raghoonath Khote and another, Liquidators—Tyabjee and S and Ardaseer and H.
128-76—Lynch and Tobin—The I. B and M Bank Ld vs Nundram Beharmull—Tyabjee and Sayani.
383-77—Jefferson and P—N Ardaseer Suntook vs P Hormusjee Suntook and another—Ardaseer and H.

(Before the Honorable MR. JUSTICE BAYLEY.)

LONG CAUSES.

204-75—Macfarlane and G—Cullianjee Nemchund and others vs Bai Scondra—Craigie, Lynch and Owen.
309-75—Prescot and Winter—Bo lukeedas Lalchund and another vs Sahrichund Nagindas—Jefferson and Payne.
484-77—Janardhun and G—Dinker Gangadhar vs Dajiba Gopall Jo person.
528-76—Tyabjee and Sayani—Pandhernath Ramchunder and others vs Ruttonsey Damjee.
345-77—Tyabjee and S—Aga Mohomed Abdool R vs Hajee Khaleba—Fletcher and Smith.
356-77—Craigie, Lynch and O—A Dunmore and others vs The G I P Railway Co—Hearn and G.
343-77—Hearn and Cleveland—A G Latham and others vs Cullianjee Vussonjee.
395-77—Muljee and B Remabai widow vs Madhowjee Dwarkadass—Crawford and Boevey.

(Before the Honourable MR. JUSTICE GREEN.)
Testamentary Intestate Jurisdiction.
FOR JUDGMENT.

In the matter of the Last Will and Testament of Bai Maneckbai otherwise called Mami or Ramcorebai, Widow of Davidas Narrotdas deceased—Petition of Mr Manekjee Shs Moolchund, Khooshal and Shs Talchund Jugjeewan vs Bai Lakhmibai, her guardian and next friend Curseondas Soondarjee, Jumnadass and Davidas—Tyabjee and Sayani and Shapurjee and Thacurdass.

LONG CAUSES.

12-77—Craigie, L and O—The Hon'ble J Marriott vs Shree Lalmonjee and others—Prescot and Winter and Crawford and B.
317-77—Hearn and C—Cassibai vs Vithuldass Muncharam and others—Lynch and Tobin and Rimington, H and L.

(Before the Honourable MR. JUSTICE KEMBALL).

New Long Causes fixed for 3rd September 1877 will be called on upon the abovementioned day, but only undefended suits will be proceeded with, or Consent Decree taken. Defended suits will come on in their order after suit No. 484 of 1877.

NEW LONG CAUSES.

450-77—Moreshwer L—I A Pereira vs Henry Thorpe and another —Ardasir and Hormusjee.
489-77—Crawford and Boevey—Govindjee Vulloo vs Peraz Cowajee.
490-77—Craigie, L and O—Shaik Ismael bin Abdoola vs Abdool Ally Shaik Adam—Jefferson and P.
494-77—Morrison and P—Framjee Kanchand vs Goolam Khumissa.
500-77—Craigie, L and O—Dinshaw Manockjee Petit and another vs Muncherjee Framjee Cama—Ardasir and H.
506-77—In Person—Govindram Dwarkadass vs Bhai Purshotumdas R and another.
507-77—In Person—Govindram Dwarkadass vs Bhai Agarchund D and another.
514-77—Shapo rjee and T—Munji Jairam vs Lella Mooljee and another—Ard sir and H.
516-77—H Bicknell—Raisi Paja vs Kachra Khima.
517-77—Lynch and Tobin—Ruchodass Kesoondass and another vs Meeraibai Nanakram and another Tyabjee and Sayani.
519-77—Macfarlane and G—Hajee Esmail Hajee Hubib vs Hajee Mahomed Hajee J—Fletcher and Smith.
520-77—In person—Luxmon Moroba vs Ladoo and another—Mr Judge and In person.
521-77—Lynch and Tobin—Bhimjeebhoy Dhunjeebhoy vs Modibai.
522-77—Jefferson and P—Nuthoo Soondarjee and others vs Jeshra William A.
523-77—Craigie, L and C—J Vinay vs Hurkiasondass Ramnarayen.
524-77—Mr Judge—Valk and another vs Cassum Sam and others.

LONG CAUSES.

Fixed for 16th August 1877.

457-77—In person s saucer—Chimabai vs Gannoo Murland and another—J C Cama.
479-77—Crawford and S—Dada Fuckeera and others vs Emambee
484-77—Macfarlane and G—Sallay bin Ebram Sona vs B Thakersey—Rimington, Hore and Langley.

MILITARY INTELLIGENCE.

ARRIVALS.—AUGUST 31.

Minchin, Lt, Bombay 3rd Sind Horse, on duty, from Poona.
Morris, Major, Bengal Dy Adjt Gen, on leave from Jubbulpore.
Wardroba, Surgeon, Bombay 3rd, Sind Horse, on duty, from Poona.
Mignon Major, Bombay Staff Corps, on duty, from Poona.
Holt, Capt, Bombay 2nd Queen's, on duty, from Poona.

DEPARTURES.—AUGUST 31.

Chalmor, Lt, Bombay R A, on leave to Poona.
Minchin, Lt, Bombay 3rd Sind Horse, to join, to Jacobadad.
Morris, Major, Bengal Dy Asst Adjt Genl, on leave, to England.
Burnaths, Surgeon, Bombay 3rd Sind Horse, on duty, to Jacobadad.
Holt, Capt, Bombay 2nd Queen's, on duty, to Aboo.
Luckharett, Capt, Bombay Commissariat Dept, on duty, to Nuseerabad.

BOMBAY ARMY ORDERS.

Adjutant General's Office, Head Quarters.

Poona, September 1.

Under instructions from the Horse Guards, War Office, it is intimated that an exchange of Batteries has been sanctioned between Capt C Crosthwait, G Battery 8th Brigade (late G Battery, 4th Brigade), and Capt J H G Browne, G Battery 2nd Brigade (late G Battery, 4th Brigade).

The C in C is pleased to make the following appointment :—
1st Grenadier N I—Major J Affleck to be Wing officer, vice Major Coulddridge seconded. Major Affleck will continue to officiate as Wing Commander in addition to his own duties.

The undermentioned are reported to have passed the required Examination in the following languages :—
Hindustani (Lower Standard)—Gunner T Wood, R A; Private E Jones, 101st Foot; Private Frick, 29th Foot; Pnh-lieut W Whailey, 33rd Foot (attached to Poona Horse). Persian—Private R Carey 3rd Hussars.

The following orders are confirmed :—
Purnadhur Sanitarium Order—Dated 20th August, directing Lieut R E Kelsall, 11th Foot, to act as staff officer, vice Lieut Dunne.
63 h Foot—Regtl Order, dated 22nd August, appointing Lieut A C Hilliard, Assistant I spector of Musketry, to the Regt, vice Stanley promoted.
20th N I—Regtl Order, dated 25th August, directing Lieut H B Warden, offic Wing Officer to officiate as Qr Mr, vice Capt Lachmeer, offic as Wing Commdr.
11th Foot—Regtl Order, dated 29th August, appointing the following officers a Committee of Paymastership : Capt B L Bond, President, Capts A H Vaughan, and F Lockhart (Members). Capt Strut to perform the duties on the responsibility of the Commi tee.
Major Gatacre performed the duties of Wing Officer 23rd N I from the 13th June to the 10th August.
The undermentioned officers ha e leave of absence :—
3rd N I—Lieut W S Birkwood, 81st Foot, offg Wing Officer, probation, to remain in Bombay, from 22nd Sept to 30th Nov in extension to study the Native language.
General List—Capt M W Stevens, Adjt 3rd (Queen's Own) Light Cavalry, to remain at Poona from 27th August to 25th Sept on medical certificate, in extension of privilege leave.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 28th August.

The C-in-C in India is pleased to notify, for the information and guidance of all concerned, that the Mutiny Act and Articles of War for 1877 will be promulgated and brought into force on the 1st October.

The C-in-C in India is pleased to make the following appointments and promotion :—
7th Fusiliers—Sub-lieut G C Herbert to be Lieut, subject to the approval of Her Majesty.
12th Bengal Cavalry—Lieut W B Wilson, attached, to continue to officiate, as Adjutant, vice Captain M J Moore.
15th N I—Lieut Col W Playfair, Wing Commander, to be 2nd in Command, vice Lieut Col R S Moseley, appointed Commandant 16th N I Captain G B Stevens, Wing Officer, to be Wing Commander, vice Lieut Col W Playfair.
16th N I—Lieut Col R S Moseley to be Commandant, vice Colonel W B Girdlestone, retired.
29th N I—Captain T St G Clutterbuck, Wing Officer, to be Wing Commander, during the time Major E Beddy remains seconded, while holding the appointment of Deputy Assistant Adjutant General for Musketry, Lieut P E Henderson, Officiating Wing Officer, to be Wing Officer, during the time Captain Clutterbuck remains Wing Commander.
33rd N I Grenad. 3d Foot, a candidate for the Bengal Staff Corps, to be Officiating Wing Officer, on probation.
Local rank is assigned to the undermentioned officer :—Lieut H I Nares, 17th Regiment, to be Captain.

COURT MARTIAL.

Head Quarters, Simla, 29th August.

At a General Court Martial, assembled at Dum Dum, 13th August, Private Magan, 40th Regiment, was arraigned on the following charge :—

Insubordination, accompanied with personal violence, in having, at Dum Dum, on the 1st August, struck with his clenched fist Corporal O Hawkins, at the same time using threatening and abusive language to him, in substance and to the effect following that is to say, "I will bash your face in, you bloody old ——" the said Corporal being his superior officer, and being in the execution of his office.

The Court finds that the prisoner is guilty of the charge.

The Court sentence the prisoner to suffer penal servitude for the term of five years.

C. M. YOUNG, Colonel,
President.

Approved and confirmed. Three years of the penal servitude to be inflicted in India.

FRED. P. HAINES, General,
Commander-in-Chief in India.

SPORTING.

THE UMBALLA GREAT ENGLISH ST. LEGER SWEEP, 1877.

THE Manager of the *Bombay Gazette*, Bombay, presents his compliments to the Honorary Secretary, ENGLISH RACE SWEEPS, UMBALLA, and in reply to his letter requesting the publication in the *Bombay Gazette* of an Advertisement of the Umballa Great English St. Leger Sweep, which closes on the 6th September next, begs to inform him that owing to a recent order of Government prohibiting the publication of such Advertisements of Sweeps, he is unable to comply with the request,

Bombay Gazette, Manager's Office,
Bombay, June 18, 1877.

BOMBAY VOLUNTEER RIFLES.

THERE will be a MEETING of the MEMBERS of C. COMPANY at 6-30 p. m., on MONDAY, the 3rd instant, at Head Quarter Office, Meadow Street, for the purpose of ELECTING OFFICERS.

There will be a MEETING of the MAZAGON COMPANY, at 8-30 p. m., on WEDNESDAY, the 5th instant, at the Reading Room P. & O. Company Dockyard, Mazagon, for the purpose of ELECTING OFFICERS, and making arrangement about DRILL, &c.

DRILL at Byculla for this week will be as follows :—

TUESDAY,	At 6-30 A.M.	WEDNESDAY, THURSDAY,	At 5-30 P.M.

Opposite the House of Correction.

By Order,
T. DUNNE, Lieut. and Adjutant,
Bombay Volunteer Rifle Corps.

1st September, 1877.

CALENDAR FOR SEPTEMBER 1877.

PHASES OF THE MOON.

New Moon ..... 7th, 7h. 51·7m. p. m.
First Quarter ..... 14th, 3h. 59·1m. p. m.
Full Moon ..... 22nd, 8h. 26·0m. p. m.
Last Quarter ..... 30th, 11h. 11·3m. a. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
Sept.		H. M.	H. M.	H. M.	H. M.
Mon. 3	.....	5 47	6 12	7 44 m	0 11 m
				8 7 4 a	1 38 a
Tues. 4	.....	5 47	6 11	8 59 m	1 46 m
				9 45 a	3 5 a
Wed. 5	English Mail expected..	5 47	6 10	9 49 m	3 2 m
				10 47 a	3 57 a
Th. 6	.....	5 47	6 9	10 39 m	4 0 m
				10 37 a	4 40 a
Fri. 7	.....	5 48	6 8	11 5 m	4 44 m
				11 34 a	5 19 a
Sat. 8	.....	5 48	6 7	11 42 m	5 29 m
				...	5 56 a
Sun. 9	Fifteenth Sunday after Trinity	5 48	6 6	0 6 m	6 9 m
				0 16 a	6 32 a

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS., THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

IZAT—August 27th, at Ahmednager, the wife of Mr. A. Izat of a son.

OTHER PRESIDENCIES.

BIRTHS.

BULMAN—August 26th, at Gujranwala, Punjab, the wife o A. R. Bulman, C. S., of a daughter.
BURN—August 26th, at Hingoli, the wife of Surgeon Major Burn, 4th Hydrabad Cavalry, of a daughter.

MARRIAGES.

EGERTON—HILL—August 7th, at Morree, by the Revd. W. C. Bromehead, C. C. Egerton, Esq., 3rd Punjab Cavalry, third son of the late Major General C R Egerton, to Annie Wellwood, daughter of J. Lawson Hill, Esq., W. S. Edinburgh.

DEATHS.

DAVIS—August 29th, at Lucknow, William Davis, Calcutta, aged 53 years.
FRIERE-MARREGO—July 21st, at Sukkur, Upper Sind, Herbert Friere-Marreco, Assistant Engineer, Indus Valley, State Railway.
KIKMAN—August 24th, at Allahabad, Eliza, the beloved wife of Dr. Montague Kirkman.

The Bombay Gazette

MONDAY, SEPTEMBER 3, 1877.

THE statement that the additional cost of the Madras famine will be £14,000,000 is calculated to alarm unnecessarily the public mind, and must have been made by persons quite ignorant of the facts of the situation. The existing famine in Madras and Bombay is only estimated to cost in expenditure on relief works and loss of revenue £6,500,000 altogether up to the end of September, and all this amount has already been provided for. Probably half a million of it may yet be saved. The general failure of the south-west monsoon in Madras will throw on Government the cost of relieving distress for perhaps six months longer, but even if it be assumed that the number of people already receiving relief in Madras be increased by one million, making the total number three millions, the expense of maintaining this excessive number at Rs. 3 a month for each labourer employed and Rs. 2 for each person receiving charity, would, if the numbers were equally divided between public works and relief houses, only amount to £750,000 a month, or £4,500,000 for six months. To this sum must be added loss of revenue, but £6,000,000 should be an outside estimate for the possible cost of the new famine, and with good management it should cost very much less. The greater part of Madras relies for its crops on the north-east monsoon, which should fall in October and November. If that should fail, distress would be greatly aggravated and consequent expenditure largely increased.

THE Government of Bombay has been betrayed, we fear, into committing a very serious blunder by the anxiety which has lately sprung up at home and in the highest official circle in this country to subordinate all other Indian interests to the one object of saving life in Madras. There is nothing surprising in the announced resolution of the English people, to let the revenues of India be poured forth like water for the relief of distress which has been intensified by the administrative weakness and stubborn vanity of the Duke of Buckingham and his colleagues. In England nowadays charity is indeed the virtue that covers a multitude of sins. The nation which sees Turk and Russian struggling for supremacy in the East, and turns aside to seek comfort in the jingling of its money-bags, soothes its conscience for the abandonment of a great political duty by subscribing freely to the fund for the relief of the Turkish sick and wounded. The same nation, having sent out as Governor of Madras a stolid Duke who had proved to the complete satisfaction even of his own political party—which has a steadfast faith in Dukes—his incapacity for high office at home, finds now that through his mismanagement the famine in Madras has assumed proportions in face of which he avows his own utter helplessness to know what to do; and by way of compensation it has now opened a charitable Relief Fund, the total amount of which may perhaps some day reach £100,000. It seems as if Englishmen had begun to persuade themselves that they, as a nation, have no political duties to fulfil outside the limits of the United Kingdom; and that they have done all that is required of them to maintain the position of their country in the foremost rank of Imperial States, when they have held a public meeting and put forth a big subscription list headed by the Queen and the rest of the Royal Family, the Governors of the Bank of England, and the Lord Mayor of London—most of whom are too ignorant of Indian affairs to be able to understand how small a thing their charity is in comparison with the vast sums of money required to meet a national calamity. They do not know that their generosity in 1874 forced on the Indian Government a policy of extravagance in the treatment of the Bengal Famine which cost Indian taxpayers several millions sterling; and we do not expect them to judge how disastrous will probably be the effect of their gift of £100,000 if it leads to a change of famine policy in India, and to the throwing aside of all those restraints on lavish expenditure for the relief of distress which can alone save the finances of the country from utter ruin.

But we have a right to expect better things from Indian administrators of ability and experience who have a reputation to lose, and who are unwilling to compromise the financial future of India for the sake of gaining for themselves a fleeting popularity. The Bombay Government has earned so much credit for the prudence and efficiency of its management of the Famine that we are sorry to be obliged to find fault with anything that it does; but we cannot think that its action with respect to the transport of grain through this Presidency to the Madras frontier is justifiable. As we understand the matter, Sir Richard Temple, yielding to the urgent appeals of the Duke of Buckingham, has pledged himself to have 900 tons of grain a day delivered at Raichore station; and, in order to fulfil his promise, he has arbitrarily appropriated all the available engines and wagons of the G. I. P. Railway for the carriage of grain booked through to Raichore, and has forbidden the railway authorities to book grain to other stations. This interference with private trade is evidently a distinct and important departure from the principles of the Famine policy laid down by the Finance Minister some months ago, and insisted upon by the Government of India in frequent despatches; and it is worth while to observe how seriously the Bombay Government has compromised itself by this first false step. The grain merchants of Bombay and other large markets have, we are informed, upset all Sir Richard Temple's calculations by refusing to book grain through to Raichore. They can, they say, get better prices for their merchandise at Sholapore and Hyderabad, and they resent the attempt of the Government to divert their trade from the most profitable channel to one in which they can make less money. Unless, therefore, Sir Richard Temple resolves to take upon himself the responsibility of buying grain to lay down at Raichore, he will be unable to fulfil his contract with the Madras Government; and we hope he will at once let the Duke of Buckingham know that Bombay must look after herself and not be content merely to serve Madras. It is a manifest injustice that the railway should be made use of solely for the purpose of supplying Southern India with grain, while the scarcity of food, as indicated by high prices, is actually more strongly felt at stations within the limits of this Presidency than on the other side of the Madras frontier. If the statement be correct that between the 18th and 24th ult. 30,000 tons of grain—a sufficient quantity to feed ten millions of people for a week—were landed at Madras seaports, while the total number of people receiving relief in Madras is under two millions, the monopoly of railway transport which the Bombay Government has weakly consented to secure to the Duke of Buckingham is unnecessary as well as unjust to Bombay. We need hardly add, that the delicate machinery of private trade will be thoroughly disorganized by the stoppage of general traffic on the railway, and that ultimately this measure must be injurious to the interests of Madras itself, while it cannot but help to destroy the general commerce of the country and thus to lower the tax-bearing capacity of the people.

THE centre system lately introduced by the Bombay University bids fair to prove nothing better than the substitution of King Stork for King Log in the case of all those students who do not belong to any of the appointed centres. For, whereas motussil candidates had hitherto to put up with the only inconvenience of staying in Bombay for a fortnight or so in November, some of them this year will have to undergo the far greater inconvenience of first proceeding to one of the centres in October, and then, after waiting there for the result of the English paper, of coming to Bombay for the final examination in November. Students from Kattywar, for instance, will have first to go to Ahmedabad or Bombay for the English paper to be set on the 1st of October, and then either to return to Kattywar or wait in Ahmedabad or Bombay for the final examination in the latter part of November. The only remedy for this drawback is to conduct the entire examination, *under proper supervision*, at each of the appointed centres.

The University of Bombay has always set its face against prescribing particular works of standard authors for the Matriculation examination, although particular books are appointed for all the higher examinations. Nothing can be more absurd than this. The *Madras Journal of Education*, of July last, contains some sensible remarks on this matter, and we cannot do better than quote them here :—"The younger the scholar, the more need has he "to have constantly before him correct models of "idiom and style. No one has, for any practical "purposes, ever learned a language from a study of "the dry bones and abstractions of its grammar, "while on the other hand, hundreds have obtained "a good knowledge of a language from diligent "study of a single book written in a pure and "idiomatic style in that language. For these "reasons, we think that the plan pursued by the "Madras University of appointing a particular "book for study, and setting one examination "paper on that book, while another paper is set "on general English, is much to be preferred to "the practice of the sister Universities. For even "supposing in some schools the headmaster "himself to supplement the University course by "selecting an English book for study by his "pupils, the book will hardly ever be as care-"fully studied as if the pupils knew that "they would be examined in it to determine "their place in the University class lists." A specified text book is still more necessary for the oral examination. At present one boy is examined in Johnson's Lives of the Poets, another in Cowper's Poems, a third in Washington Irving's Sketch Book, a fourth in Macaulay's Essays, and so on. In this way a boy with a very indifferent knowledge of English sometimes scores more marks if he is lucky enough to be examined in a book he has previously read, than another far his superior who gets a book which he has never seen. Of course, candidates for the Matriculation examination cannot be expected to be familiar with all standard authors.

Another much needed reform in the oral examination is the doing away with the examination in dictation, not because this subject is of no importance, but because a candidate's knowledge of orthography is sufficiently tested by his answers to the papers in English and history, and because the examination in dictation is always a source of great injustice to the candidates. This examination is conducted by at least four examiners, who select different passages for different batches of students. Now, all these passages are not of uniform difficulty, and all the examiners, do not dictate in the same manner. One examiner pronounces every word loudly and distinctly and is in no hurry to get through his work; another slurs his words and speaks in a slow drawling voice, so that the candidates who in most cases are unaccustomed to the tones of a European's voice, find it very difficult to follow him. The experience of the examiners themselves will bear us out in saying, that most of the boys are plucked in dictation, not so much for misspelling the words as for omitting whole sentences or writing one word for another. If it is absolutely necessary to test the candidates in orthography, why do not the examiners ask them to spell a few words orally? With respect to the oral examination we have another suggestion to offer. The examiners should on no account examine more than one boy in the same passage unless they detain the boys already examined till all the others are examined. Boys coming out of the examination room are eagerly surrounded by the unexamined boys, who ask them what questions were put to them, and thus appear *au fait* before the examiners when their turn comes.

The only other suggestions we have to make are, that a stricter supervision ought to be exercised over the candidates at the time of the paper examination in order to prevent dishonesty, and that the examiners should not know, at the time of examining a candidate, from what school the candidate comes. We do not mean to insinuate that the examiners are partial to particular schools, but it is natural for them to give a few more marks to the boys of a school, of the headmaster of which they have a high opinion from personal acquaintance, than to those of another school, of the headmaster of which they know nothing.

THE VICEROY'S MOVEMENTS.

H. E. THE VICEROY on Thursday visited the relief camps in and about Madras, and on Friday morning a public breakfast was given to a large number to meet His Excellency. A *levée* was held on Saturday evening. Each day has been fully occupied by drives to the several relief camps, and in visits to the institutions of Madras.

Lord Lytton will bid farewell to Madras next Wednesday. He will then proceed by special train to Bangalore, where he will remain six or seven days. He will be the guest during his visit of Mr. C. B

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR OWN CORRESPONDENT.)

AHMEDABAD, Sept. 2.

Heavy rain has fallen all night and still continues, and it has been falling all down the line as far as Broach. Prospects are brightening everywhere.

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

TURKISH VICTORY IN BULGARIA. HEAVY LOSSES ON BOTH SIDES.

LONDON, Sept. 1.

Mehemet Ali, the Turkish Commander-in-Chief, telegraphs that a strong Turkish force resumed the offensive on the 30th ultimo, and that after most desperate fighting for nine hours, at the village of Karahassanlar, on the right bank of the River Lom, which was repeatedly taken and again retaken by the enemy, it finally remained in the hands of the Turks. The Russians retreated in disorder, and were pursued by another Turkish force until evening set in, and were compelled to abandon Hsidarayaz to the Turks. The Russian loss was 4,000 men and the Turkish 3,000; the Turks captured immense booty.

THE ROUMANIAN ARMY.

Prince Charles of Roumania has assumed the command of a combined Russo-Roumanian Corps to operate in the West of Bulgaria.

PASHA BAKER IN ACTION.

LONDON, Sept. 1.

Mehemet Ali reports that Pasha Baker (ex-Colonel Valentine Baker) greatly distinguished himself in the battle of the 30th ult.

THE SCHIPKA PASS.

No further news has been received respecting the fighting in the Schipka Pass.

THE WAR IN ASIATIC TURKEY.

A Russian official despatch says that the Turkish right wing is operating between Bayazid and Erivan.

THE TURKISH VICTORY ON THE 30TH.

LONDON, Sept. 2.

Special correspondents of the different newspapers fully confirm the victory gained by Mehemet Ali on the 30th ultimo on the banks of the river Lom.

A Russian official despatch says that the Russian advanced guard engaged 12,000 Turks at Burhassan *(sic)*, which was taken and retaken six times, and that the Russians were eventually compelled to fall back on their head-quarters, carrying their wounded with them.

TURKISH MOVEMENTS.

A great movement of Turkish troops towards Popkoi and Kadikoi took place on the 31st ult.

ANOTHER TURKISH VICTORY AT PLEVNA.

Osman Pasha has sent a despatch in which he states that on the 31st ultimo he made a reconnoisance of the Russian positions to the East of Plevna, where he attacked the enemy and routed them after severe fighting, and in addition carried three redoubts by assault. The Russians engaged in the action numbered 30,000 men.

LATEST FROM THE SCHIPKA PASS.

A despatch from Suleiman Pasha, dated the 30th ult., reports no change in the state of affairs there, but says that the positions conquered from the enemy have been strongly entrenched.

THE MAILS.

LONDON, Aug 31.

The Bombay Mails of the 10th inst., via Brindisi, were delivered in London to-day.

STEAMER MOVEMENT.

LIVERPOOL, Sept. 1.

The s. s. Trentham Hall, of the Hall Line of steamers, left here to-day for Bombay.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, Aug. 31.

Total Week's Sales of Cotton	56,000	bales.
Amount forwarded	1,000	do.
Do. Week's sales of Surats	5,000	do.
Do. Week's Imports of Cotton ..	14,000	do.
Do. do. do. Surats ..	3,000	do.
Do. Stock of Cotton	806 000	do.
Do. do. Surats	54,000	do.
Do. do. of Cotton in London..	33,000	do.

LONDON, Aug. 31, Aft.

The Liverpool Cotton Market closed unchanged. Surats unchanged.

The London Cotton Market has been quiet.

Fair Dhollera	5 1-16

In the Manchester Market there has been rather more enquiry at lower prices.

7 lbs. Shirtings	5-10½
8½ lbs. do.	6-10½
40s Mule Twist	6-10
Exchange on India	1-8½
4 per cent. Rupee Paper	82½
4½ per cent. do.	82½
5½ per cent. do.	88½
3 per cent. Consols for account	95½
5 per cent. French Rente, 1872	105¾
Bar Silver	54½
Total Coin in the Bank of France ..	£88,500,000
„ Notes in Circulation	£95,700,000
Arrival—Chiltern.	

TELEGRAPHIC LINE REPORTS.

Latest Messages received up to 8 p.m. yesterday :—

	Greenwich Time.	Average Time in Transit.
	H. M.	H. M.
FROM UNITED KINGDOM—		
Via Teheran (perfect).. 1st— 2 55 p.m.	2	58
„ Suez (do.).. 2nd—10 50 a.m.	1	39
FROM CONTINENT OF EUROPE—		
Via Teheran (perfect).. 2nd—12 12 p.m.	2	10
„ Suez (do.).. 1st— 7 15 p.m.	2	42
FROM AMERICA—Perfect.		
FROM CHINA—		
Via Singapore (perfect). 2nd— 4 40 p.m.	5	12
FROM AUSTRALIA—Perfect.		

INDIAN BRANCH.

	Max. Hrs.	Mts.	Min. Hrs.	Mts.
From Calcutta....	0	21	0	2
„ Galle	15	55	15	8
„ Kurrachee .. one in	15		0	0
„ Madras 1	30		0	28

STEAMER REPORTS.

GALLE, Sept. 1, 11-14 A. M.

French Mail steamer Ajaunab, from China arrived.

GALLE, 2ND Sept., 10-12 A. M.

French steamer Yangtze, from Aden, arrived.

GALLE, 2ND Sept., 12-16 P. M.

French mail steamer Meinam, from Calcutta, arrived

WEATHER REPORTS.—Sept. 2.

(Madras Time.)

CANNANORE, 5-30 P.M.—Weather fine, wind S. W., ther. 74, bar. 29-84. Fall of rain 62 cents.

CALWAR, 5 P.M.—Weather fine, wind S. W., ther. 80, bar. 29-98. Fall of rain 50 cents.

MANGALORE, 5.45 P.M.—Weather rainy, wind N. W., S. W. Fall of rain 79 cents.

VENGORLA, 5 P.M.—Weather cloudy, wind W. N., ther. 85 Fall of rain 2 inches 87 cents.

RAIN AND CROP REPORTS.

THE *Gazette of India* of Saturday contains the following remarks on the weather and crops for the past week :

For Bombay—Abundant rain has fallen in Khandeish, and there has been a good fall also in Nasik, Ahmednagar, Tanna, Broach, Surat, and Colaba; more is required in north Guzerat, Eastern Poona, Sholapur, Satara, Dharwar, and Kaladgi. The river is still very low in Sind. For Central India—A good fall of rain in Malwa, and the crops have revived there, but none has fallen in Gwalior, where distress continues. For Central Provinces—Rain has been general and copious, except in the Upper Godavaree district where the crops are suffering. Elsewhere prospects are favourable, except in Sangor and Damoh where the rice suffers from former drought. For Berar—A good fall has greatly benefited the crops. For Rajpootana—Rain is reported in Jaipur; and showers in parts of Sirohi, Marwar, Mowar, Harauli, Jhallawar, Bhartpur; and in Allwar rain has been slight and partial, but has done some good. Fodder is very scarce. For Bengal—Prospects on the whole are very favourable, though excessive rain in some eastern districts has damaged the rice crop, and an insufficiency in Behar retards transplantation. For Assam—Little rain, but the break is favourable. For the North-West—A good though partial fall in Benares and Allahabad; heavy showers in Meerut, and Rohilkhand. Prospects are still bad in Agra and Jhansi, though some showers have fallen. There has been a good fall in parts of Lucknow and Sitapur. The general condition of Oudh is unfavourable. For the Punjab —There is no general improvement; but there has been a good fall at Rawul Pindi; slight in Hissar and Umballa. In Burma the rainfall is excessive.

FALL OF RAIN IN BOMBAY.

	Colaba.		Fort.		Byculla.	
	In. cts.		In. cts.		In. cts.	
Saturday, Sept. 1, up to 6 a.m.	... 3	34	3	49	4	22
Sunday, Sept. 2, „	1	4	0	22	0	18
Previously registered.....	53	86	43	95	51	18
Total up to date.....	57	94	47	66	55	58
Fall up to 2nd Sept. 1876.....	45	58	46	33	52	93

RATES OF EXCHANGE ON LONDON.

Sank Bills on demand	...	1s. 8 15-16d.	per Rupee
Do. at 3 months' sight.	1s. 9 1-16d.		„
Do. „ 6 „	„ 1s. 9¼d.		„
Credits „ 3 „	„ ...	1s. 9 7-32d. to 1s 9¼d.	„
Do. „ 6 „	„ ...	1s. 9 13-32d. to 1s 9 7-16d.	„

THE ship Flora, 814 tons register, with a cargo of 1,100 tons coals from the Clyde to Bombay, is reported burnt.

IN November 1871, Hassumbhoy Goolam Hossein, a Khoja merchant of Bombay, chartered his ship, the "Evening Star," to Messrs. Ewart Latham and Co., as agents on behalf of the Burmah Company, for a voyage from Bombay to Moulmein or Rangoon and back. In May 1872 he caused to be made a policy of insurance of Rs. 20,000 upon the freight of his ship; and Messrs. Lawrence and Co., of Bombay, agents for the British and Foreign Marine Insurance Company, became the insurers. A cargo of timber was shipped on board the vessel, which sailed from Rangoon for Bombay, but whilst proceeding on the voyage became leaky and was compelled to put back to Rangoon, where she was condemned and sold. The freight became wholly lost to the Khoja merchant, who sued the British and Foreign Marine Insurance Company in the Bombay High Court to recover the amount. The case was heard before Sir Charles Sargent in July last; and on Saturday, his Lordship gave judgment, dismissing the suit with costs on the ground that the ship at the commencement of the voyage was not seaworthy, and that the freight was not lost by the perils insured against.

THE Government of India have recently had under their consideration some returns and report relating to the existing jury system. In August 1876, one of the Judges of the High Court of the North-West, in some remarks addressed to a jury, expressed disapproval of certain provisions of Act X. of 1875, giving the prisoner the privilege of eight peremptory challenges among a jury of nine members. On this the Government of India asked the opinion of the High Courts of Calcutta, Madras, Bombay, Allahabad, and the Chief Court of the Punjab, and the replies have now been received and considered. These replies in the opinion of the Government of India do not call for any immediate alteration of the law, which on the whole appears to be working well. It is thought that it would be beneficial if special juries could be more largely employed at Allahabad and Lahore, and a suggestion of the Commissioner of Police, Calcutta, for raising the character of ordinary juries is approved, as the tendency appears to be at present to enlarge the special jury list at the expense of the ordinary jury list. These points, however, are believed by the Government to be for the consideration of the High Courts rather than of the Legislature.

SLIGHT showers of rain fell in Delhi on the morning of the 27th and 28th, and the price of grain there has improved a little in consequence.

THE native paper at Allahabad thus announces the advent of rain at that station : " At last we have got rain enough to water the parched fields and refresh the withering crops and the still more withering (through despair) hearts of the people. There was a good shower accompanied with storm on Thursday afternoon. To-day has been a rainy day, and as we write we find to our delight that Indra has at last opened his heavengates, and is pouring his accumulated treasures of water down on earth in liberal showers. We also hear report of rain in some of the districts of the Upper Provinces, so that we may now be led to hope that the impending famine over these provinces caused by drought may be yet averted."

FIVE Lieutenants of the Bengal army have been deputed to Mysore for famine duty. About fifty more have been asked for Madras.

WE are glad to hear that the further course of the epidemic fever at Subathoo seems to have been stayed. The two officers recently reported as suffering from it, one severely, are progressing favourably. Sir James Brind and Saff were to have visited Subathoo.

MR. SUTHERLAND, Assistant Accountant General in the Military Department, died at Simla on the 29th ult. Captain Robertson, Quarter-Master General's Department, will likely succeed.

WE regret to record the death of Mr. J. Stanley Harris, Assistant Superintendent of Telegraphs in the Mysore Division. Mr. Harris was on a tour of inspection along the line to Vellore, and on his return was seized with cholera of a virulent type at Amboor, about 2 p.m. on Sunday the 26th, ult. and died at 8 the same night. Mr. Harris was a man much liked in the station. He had been about twenty years in the service of Government, and displayed great zeal and intelligence in the discharge of his duties.

THIS is the way some of the native officials in Coorg are said to act towards starving wretches. A planter, whose name has been given to us (*Madras Times*), was passing along a road and saw a woman lying upon it, apparently dead. He proceeded a little further and directed the attention of an official to the body. This individual went to where the woman was lying, turned the body over, and returned, saying, "She's not dead yet. When she is, I will bury her. That's when our duty begins." We daresay our contemporary has many of these interesting stories on hand. They are a part of the stock-in-trade of the Madras Famine Relief Committee.

THE Viceroy's obedience to the call of duty, says the *Indian Mirror*, is most exemplary at this moment. All India is delighted to hear that in spite of heat and inconvenience, and in defiance of medical advice, His Excellency has gone all the way from Simla to act in concert with the Madras Government in the administration of relief. It is a great comfort, indeed, to hear that the gravity of the crisis has removed all jealousies and reconciled at least all serious differences between the two Governments, and that they have at last combined to encounter and overcome a formidable foe. It is our interest and duty to help to allay irritation instead of inflaming it, and encourage harmony of action.

A CURIOUS case of caprice on the part of a man dying from starvation, has been related. A native man, one of those living skeletons so common just now in the streets of Bangalore, was observed one morning by a gentleman lying at the gate of his (the gentleman's) house. The man appeared to be in a dying state, and the gentleman taking compassion on him had some gruel made, which he told his servant to administer to the poor wretch. The latter sipped the gruel, made a wry face and complained that it was not sweet enough, and objected to drink it unless more jaggery was put in!

THE *Madras Athenæum* :—Much as we are bound to take things seriously in this grave work-a-day world of ours, there is something irresistibly ludicrous in the rumour telegraphed to the *Times of India*, by its excitable London correspondent, informing the world of the opportune discovery of Russian intrigues practised on those innocent lambs, the Mahratta Chiefs of the Western Presidency. It is still more ludicrous that the rumour should have first gained consistency in London, for were there an atom of truth in it, what could Lord Salisbury have to say after the severe lecture he only lately administered to a too loquacious Indian executive to this terrible leaking out of secrets from the India Office? But to the careful observer of the course of events in this country, it need take very little consideration to be convinced that this gross canard has simply been invented to take its chance, and help to keep alive that vague feeling of uneasiness that some people will persist in entertaining, whenever the affairs of this country come under discussion.

A MARINE Court of enquiry has been held at Rangoon into the stranding of the s.s. Mecca, on the north end of the Krishna shoal. After the examination of the master, Captain Allen, certain charges, which did not transpire, were recorded against him; and at a later stage of the enquiry, the second officer of the vessel was made a co-defendant, the Court being of opinion that he had been guilty of misconduct, though Captain Allen absolved him of all blame. It appears that the second officer was in charge of the deck when the Mecca struck, and it was subsequently discovered that the soundings taken by him were wrong. As was anticipated, the washing away of the Krishna light is also partly answerable for the accident. In the meanwhile, the inquiry has been postponed, in consequence of a preliminary objection taken by Mr. Man, who appeared to watch the proceedings on behalf of Captain Allen, viz., that the local Government had overstepped its powers in ordering the enquiry to be held without specifying the case under any particular head, and that the Court was consequently not properly constituted, and had no power to investigate the case.

A VERY important modification in the routine of the Meteorological Department has just been sanctioned. The Government has, in continuation of the changes made upwards of a year ago, sanctioned, first of all, the transmission by post of the 10 a.m. observations from all the observing stations in India direct to the central office in Calcutta. The returns thus received will be at once reduced and compared, and charts drawn out showing the distribution of pressure and temperature, the wind direction, and rainfall over the whole of India. The continued study of the daily changes of the atmospheric conditions for some time will, it is believed, yield such experience concerning their order and relation as to justify a further step, and the adoption of a system similar to the American telegraphic meteorological system. Telegraphic weather reports will then be received daily from all the typical and more important observing stations. These will be compared, embodied in lithographic charts, and accompanied by a brief statement of the changes which have occurred during the previous twenty-four hours, together with a forecast of the weather for the next day.

A CORRESPONDENT says, "All the troops of the Peshawur garrison are expected to go under canvas about the 10th September for two months. An excellent move, and it is astonishing that for thirty years soldiers should have been allowed to die off from fever in masses when a simple remedy was at hand. The regiments will encamp separately in different directions, and leave small detachments for garrison duty with, probably, one British officer in charge of each detachment. The Martini-Henry rifles are much liked in the Rifle Brigade and give no trouble in any way, showing how groundless the recent panic seems to have been."

LORD LYTTON's frontier separate scheme was strongly opposed by a majority of the political committee of the India Office, which met on the 3rd ultimo. The question was to have been brought before the whole council on the 7th, with every prospect of a scheme of some sort being returned to India for further consideration. All that is likely to be conceded to the Viceroy's recommendations will be a compromise falling far short of their original scope.

THE article in *Blackwood's Magazine* on the present frontier policy of the Indian Government was written, it seems, by Dr. W. W. Hunter. It has attracted a good deal of attention at home, and fully deserves its success.

THE shoe question has at last been decided by the Hon'ble Judges of the High Court N. W. P. On the case being represented, they called for an explanation from the Magistrate, Mr. Williams, Ghazipore, the hero of this shoe drama, to show cause why he disallowed the pleader, Babu Nitya Gopal Ray, to go into his Court with his shoes on. But the High Court was not satisfied with the explanation given by His Worship, and decided the case in favour of the pleader. The decision was based on two circulars of the Supreme Government, republished in the official *Gazette*.

A HARBOUR missionary at Calcutta recently said at a public meeting, "I will tell you a strange fact which lies on the Hooghly discloses, viz. that on an average one sailor is drowned in the river every week. Although the body invariably rises near the same spot where it fell in—proving that, if not resuscitated, the remains might at least be rescued from the maws of the fishes—not a single hook nor drag is supplied by the port authorities, nor any systematic effort applied to recover the deceased; it is left to quietly settle in the mud, until some forty-eight hours afterwards, when it comes to the surface an unrecognisable loathsome, revolting Christian burial. It fails to my lot sometimes to write to disconsolate parents or wives to communicate such disasters, and it is of course a grievous task."

AT the late meeting at Calcutta to honour the memory of Maharajah Romanath Tajore, Sir Richard Garth, the Chief Justice said, "It would, no doubt, be presumptuous of him who knew so little of the late Maharajah to speak as the honorable Chairman, the Lieut. Governor, had done of all his good and noble qualities, especially as he had become acquainted with him when old age had come upon him, and when his health and strength had become materially impaired. But still he knew him—as who throughout the length and breadth of the country did not?—by his high and well earned reputation, by his devoting himself with all the energy of his character to the improvement of his countrymen and the promotion of their best interests. The late Maharajah had, in fact, earned the esteem and respect of the whole community, high and low, rich and poor, European and Native. Moreover, the honors and titles he wore were worn not as some men wore them, to nurse their pride and for their aggrandizement, but as others did, say the Victoria Cross, as a memorial of noble conduct; and on the whole, he proved himself to be what Englishmen valued and respected above all titles and honors—a well educated, high-minded, large-hearted gentleman—a gentleman in the widest and most proper sense."

A WRITER at Tumkur, in the Mysore Province sends a letter to a Bangalore paper pointing out a very weak point in the relief administration there, and probably his remarks will equally apply to other famine camps. He says, "There is no doubt that Mr. Saunders, Mr. Gordon, and every European officer in the Mysore Commission are striving to do their utmost to mitigate misery, relieve distress, and save human life. But it is equally beyond doubt that the native element is the most unsatisfactory agency that could possibly be employed on kitchen work. This fact, unpleasant as it may be to some, has been amply illustrated in Bangalore. Caste prejudices, feelings of aversion inoculated into their whole life against the inferior classes, especially in the item of eating, and want of real sympathy, to say nothing of proneness to make money at every opportunity, all point against the efficiency of the subordinate native agency. It is well worth the consideration of the higher authorities whether or not it would be most advisable to at once send to every kitchen in the Province at least one or two European or Anglo-Indian overseers, whose duty it will be to see the people fed and properly looked after, without reference or partiality to caste or creed, and to prevent ill-usage on the part of the still more subordinate underlings. . . . The Korober cannibal, who destroyed his own child and drank its blood, died while in the lock-up here. It is said that he made a confession of his guilt previous to his death. He must have been in a state of temporary insanity at the time he killed his son."

A PRIVATE soldier of Her Majesty's 73rd Regiment committed suicide last Saturday week at Subathoo. He was a man of many years' service, and well conducted. It is not known what induced him to commit the rash deed.

STRONG hopes are entertained of the revival of the Calcutta Volunteer Lancers. Upwards of ninety gentlemen have put down their names as willing to join, and we believe the sanction of the Government of India is all that is now required.

A STATEMENT has just been issued showing the number of European troops located in the hills in the Bengal Presidency, during the present summer. Taking the convalescent depots first we find that there were distributed at Darjeeling, Naini Tal, Landour, Kasauli, Dalhousie, Murree, Cliiden, and Pachmari, 2,272 men, 278 women, and 625 children. At hill stations proper, *viz.*, Darjeeling, Ranikhet, Chakrata, Dagshai, Sabathu, Jutogh, and Bhagsu, there were 4,506 men, 429 women, and 892 children. At temporary locations there were 2,407 men, 257 women, and 618 children. This gives a grand total at all hill stations of 9,185 men, 964 women, and 2,135 children. Taking the percentage of the effective force in the Presidency, it appears that (counting men alone) out of 6,855 artillerymen, 932 were in the hills, or 14·17 per cent.; out of 2,565 cavalry 312, or 12·16 per cent.; and out of 26,830 infantry 7,915, or 29·50 per cent. Thus out of 35,980 of the three branches, 9,160, or 25·46 per cent, were in the hills. In 1870 there were 6,107; in 1871, 6,679; in 1872, 7,220; in 1873, 7,633; in 1874, 8,674; in 1875, 9,058; and in 1876, 9,150.

ACCORDING to the Berlin correspondent of the *Times*, Colonel Venukyoff, the Russian Imperial Geographer for Central Asia, states in the *Invalide* that the Indian Government is delaying the Mahomedan districts of the Punjab with Turcophilite pamphlets.

A TERRIBLE shock of earthquake was felt at Dinagepore on August 22, about 5 p.m. The vibrations seemed to travel from west to east but it was so sudden and transitory that it was almost impossible to note what course it took.

ALL persons insured in the positive Government Security Life Assurance Company must be glad to learn that the total amount of Government securities and cash held by the Official Trustees in Bengal, Madras, and Bombay now aggregates £50,531, whilst the guarantee fund in consols in the names of trustees in England is £51,080. This gives a total of £101,611 for the special protection of Indian Assurances. We understand that in future a quarterly statement of the assets will be published, which is quite a novel proceeding on the part of an Insurance Company, and one well calculated to inspire confidence in the public.

A LONDONDERRY parson, in the course of a sermon he was preaching on death, said :—"But even death, my brethren, so well deserved by mankind for their sins, the wisdom of Providence has, in its paternal kindness, put at the end of our existence, for only think what life would be worth if death were at the beginning."

BOMBAY.

A SLUGGISH OTTER.—We are glad to hear that a telegram from Coconada reports the safe arrival of the Otter at that port, thirty days out from Madras.

PARSEE DELEGATE.—At a meeting of Parsee Justices of the Peace held on Saturday last at Mazagon Castle, Mr. Hormusjee Nowrojee Saklatwalla was elected a delegate of the Parsee Chief Matrimonial Court in place of the late Sir Jamsetjee Jejeebhoy, second Baronet.

MR. MICHAEL DE SOUZA, a well-known Portuguese gentleman of Bombay, and a relative of the late Count Michael de Souza of Marseilles, was a passenger by the Italian mail steamer which sailed on Saturday last. This gentleman goes to France to claim his portion of the legacy which has been, it is said, bequeathed to him by the late Count.

BRASTLINESS.—A correspondent draws our attention to two names which the *Times of India* published last Saturday in its sarcastic news. They appear in the list of "correct answers," and all we can say is that the *Times of India* must have a singularly low idea of its readers if it thinks they can appreciate such filthy attempts at fun.

DARING robberies are reported to be taking placing at Siolim (Goa), arising from the distress prevailing. Three houses were successively forced open in that town and everything portable, from gold ornaments and money to rice bags, were carried away, after violently ill treating the inmates.

CHEATING.—Canjee Nursey, an oil-merchant, appeared on Saturday at the Fort Police Court before Mr. Nana Morojee, and obtained a warrant for the arrest of Khamisa Versey, whom he charges with cheating by dishonestly inducing complainant to deliver over a cask of oil of the value of Rs. 75.

A CASE OF STABBING.—On Saturday, at the Fort Police Court, before Mr. Nana Morojee, a Russian seaman, belonging to the British ship Iris, was charged with voluntarily causing hurt to the cook of that vessel by a dangerous weapon. The evidence of the complainant went to show that a scuffle ensued between him and the defendant on the morning of Thursday last, when defendant used a knife and cut him about the hands. The evidence for the defence went to show that complainant was in the habit of annoying defendant, who was a remarkably quiet man, and that there was not seen a knife or any weapon in the hand of the defendant during the scuffle, which originated with the complainant. His Worship, finding the evidence of the prosecutor not substantated, acquitted the prisoner.

A BROAD HINT.—The 'cute editor of the *Bombay Educational Record* utilises his reading to a practical purpose, as will be seen from the following, taken from the number just issued : " ' Any one who pretends to teach, and does not read an educational paper or magazine, is not worthy of the name of teacher, and should leave the profession at once, to make room for some one who will do what he should.' We find this valuable apophthegm quoted in an English paper from Professor Earthman, and though we cannot claim much acquaintance with the writings of that authority, not knowing indeed precisely who he may be, we trust the obvious bearing of the doctrine will strike home to the intellect and conscience of teachers in the Bombay Presidency who may not yet be subscribers to the *Record*."

BAZAR RATES AT POONA.—We regret that the present ruling prices in the bazaar for all commodities are most exorbitant, the dealers unreasonably taking advantage of our present scanty fall of rain. It is not only grain that is being sold at famine prices, but other articles of food-consumption. Eggs which were to be had five for the anna are now sold for two annas, and not easily got; chickens are at six annas each, the former rate being between two and three annas; fowls are now selling between eight and ten annas, the price with regard to this item has not varied, owing to the dealers not being able to buy grain to feed them and are therefore anxious to sell them, when they demand a high price; the present rate for coconut oil is rupee six and annas eight for a maund of twenty-eight pounds; Indian corn, which the poor people are very fond of and which were formerly sold at four and five a pice, is now a pice a piece; in short everything is sold at famine prices. We trust, however, that these prices will not be allowed to continue for any length of time, and that we shall soon have a different tale to tell. Our prospects are, however, hopeful.

THE TRAFFIC ON THE G. I. P. RAILWAY.—The increase in goods traffic on the G. I. P. Railway, for the week ending 25th August 1877, was 3,40,254 maunds and in money Rs. 2,33,219. The quantities carried and the earnings compared with 1876 as follows :—

Description.	Week ending 25th Aug. 1877.	Week ending 26th Aug 1876.	Increase.	Decrease.
COTTON—				
Weight	Mds 778	Mds 18,174	...	Mds17,396
Amount ...	Rs. 8.0	Rs. 16,691	...	Rs. 15,891
GRAIN AND SEEDS—				
Weight	Mds 3,73,353	Mds 96,524	Mds 2,76,829	...
Amount	Rs. 2,17,884	Rs. 34,884	Rs. 1,82,986	...
WHEAT—				
Weight	Mds. 78,241	...	Mds 78,241	...
Amount.....	Rs. 53,360	...	Rs 53,360	...
SALT—				
Weight	Mds 12,689	Mds 9,184	Mds 3,405	...
Amount.....	Rs. 6,895	Rs. 5,215	Rs. 1,680	...
OPIUM—				
Weight	Mds 145	Mds 1,672	...	Mds 1,527
3 months.....	Rs. 589	Rs. 4,993	...	Rs. 4,404
PIECE GOODS AND TWIST—				
Weight	Mds 5,973	Mds. 7,168	...	Mds 1,195
Amount ...	Rs. 5,888	Rs. 10,424	...	Rs. 4,536
GENERAL GOODS—				
Weight	Mds 1,74,531	Mds 1,93,837	Mds 1,807	...
Amount ...	Rs. 66,310	Rs. 46,236	Rs. 20,074	...
TOTAL—				
Weight	Mds 5,95,61.	Mds 2,65,350	Mds 3,40,254	...
Amount	Rs. 3,51,62	Rs. 1,18,407	Rs. 2,33,219	...

*Wheat was included last year with Grain and Seed.

A BOMBAY Famine Relief "Anna Fund" has been instituted and is likely to be very successful. No one is asked to give more than an anna, though he may give as much as he likes. The movement appears to be well organized and in good hands.—*Bombay Guardian*

RAIN IN THE DECCAN.—We still continue to receive favourable accounts so as to brighten our prospects in the Deccan. There was a heavy fall of rain on Thursday last between Sattara, Kolapoor, and Belgaum, which lasted for some hours. A private letter from Shahpore informs us that heavy rain fell there on the 28th and 29th ultimo, and the appearance of the clouds on the following day gave signs of a further heavy downpour. Private letters from Sercor bring the good news that heavy rain fell there on Thursday last. Indapoor has also been blessed with heavy showers of rain which fell on the 28th ultimo, and continued for upwards of an hour.—*Deccan Herald.*

BEER.—Almost equal in interest to the question what shall we drink, is the other question partly answered by statisticians—what do we drink? Recent figures show that the people of England drink on an average about 110 quarts per head per annum; the average in Belgium is 44, Austria 33, and France 20. The figure for India is not so easily found. In 1876-77, 4,622,633 gallons of malt liquor were imported into India; and this divided amongst 100,000 Englishmen would give the Englishman in India 184 quarts a year. *Deus sit propitius huic potatori*; the people of Wurtemberg and Bavaria, with the reputation of being the two ablest beer-drinkers in the world, only manage 200 quarts per head. But imported beer is drunk by far more than 100,000 people in India; and even when home brewed beer is counted, the Anglo-Indian could hardly hope for so creditable an average. The importation of beer seems to be increasing again, is full of the year before last. People drink "No" by any means, but only that such changes should not be drifted into, but made with careful deliberation and with strict conformity to law.

DECISION IN AN IMPORTANT SHIPPING CASE.

HASSUMBHOY GOOLAM HOOSEIN *vs.* THE BRITISH AND FORRIGN MARINE INSURANCE COMPANY.

AT the High Court on Saturday, Sir Charles Sargent delivered judgment in the above case, in the result of which several Bombay merchants were deeply interested, and which is of general mercantile interest. Mr. Lang and Mr. Inverarity, instructed by Messrs. Jefferson and Payne, appeared for the plaintiff, and Mr. Pigot and Mr. Macpherson, instructed by Messrs. Hearn, Cleveland, and Little, for the defendants, who are a joint stock company carrying on business in London, and in Bombay by means of their agents, Messrs. Lawrence and Co.

The plaintiff sought to recover Rs. 20,000 with interest at 9 per cent per annum from 28th August 1872 till payment under the following circumstances. He was the sole owner of the ship Evening Star, which in November 1871 he chartered to Messrs. Ewart, Latham and Co. as agents on behalf of the Burmah Company, for a voyage from Bombay to Moulmein or Rangoon and back. On the 21st May 1872, he caused to be made a policy of insurance of Rs. 20,000 upon the freight of the Evening Star, and the defendants became the insurers for a premium of Rs. 300 paid to them by the plaintiff. A cargo of timber was shipped on board the vessel, which sailed from Rangoon for Bombay, but whilst proceeding on the voyage became leaky and greatly damaged and was compelled to put back to Rangoon, where she was condemned and sold. The voyage was not completed, and the freight became wholly lost to the plaintiff, and hence the suit. The defendant's case was that the freight was not lost by the perils insured against, and that the ship at the commencement of the voyage was not seaworthy. A number of witnesses in the case had been examined under commission, and the case came on for final disposal before Sir Charles Sargeant on the 9th and 10th July last.

His Lordship, in giving judgment, stated the nature of the suit. The freight was agreed to be paid by Messrs. Ewart, Latham and Co. under the charter party, and the Evening Star left Rangoon on the 22nd May 1872. Bad weather set in, and she had to return to Rangoon on the 6th June 1872. A notice of abandonment was given, and she was ultimately sold. Now, the important issue in the case was as to the seaworthiness of the vessel. The account given in the log was more satisfactory, his Lordship thought, than any other, as it was kept not by the captain, but by the mate, and not with a view to litigation. (Refers to the log.) The first observation that suggested itself was that it was remarkable that, if a ship were well found, she should spring so serious a leak by reason of such slightly bad weather. It was no doubt equally weather with a head sea on, and nothing more. Yet on the 28th May 1872, she had leaked to a considerable extent; the crew were exhausted; and she was obliged to return to Rangoon. In the river she continued to make three inches of water, which was not denied by the owner of the ship. What he contended for was that there was straining; and that her coppers were stripped accordingly. The defendants attributed all to the unseaworthiness of the ship before she started on the voyage; and they said that the coppers were then stripped, and that she was wormeaten. She was examined on the 9th June 1872; and his Lordship, reading from the report of the examination, was of opinion that it was not safe to conclude she was affected by worms before she returned to Rangoon. Undoubtedly when she did return, she was liable to worms, but it would be dangerous to say so before. Again there was nothing to show that immediately after she left Rangoon, between the 23rd and 26th May, she made water. What, however, impressed his Lordship's mind was the rapidity with which the leaking commenced. His Lordship was inclined to go a step further than Mr. Justice Willes, who says that immediate leaking shift's the *onus*; and he would say that leaking, directly after exposure to weather not more than moderately rough, indicates unseaworthiness. Without saying that the *onus* was shifted, his Lordship thought all the circumstances showed that the ship succumbed very readily. The evidence of the surveyor was that three or four years is the ordinary period for duration of sheathing. The evidence as to the condition of the ship when she left Bombay was only the report of Arab divers, which was not satisfactory, for they only said none of the sheathing was off. Now, the question of seaworthiness is relative to the nature of the voyage —"relation between the state of the ship and the perils it has to meet." (Arnould's Marine Insurance, p. 57a.) In this case, rough weather was to be expected, and the cargo was of a distressing character; and his Lordship thought a high standard of seaworthiness was required. The probability seemed to his Lordship to be that the sheathing was in this condition, and that meeting a head wind, it was displaced or started. It could not be supposed that a vessel thoroughly well found when we see her, after twelve hours of such weather as was described in the log, virtually disabled. The owner ascribed it to straining, but the surveyor said she was not strained. Supposing the *onus* to be thrown on the plaintiff, his Lordship did not think he had adequately explained the circumstances under which she returned to Rangoon. The plaint must be dismissed with costs, including the costs of the *de bene esse* examination of Captain Stepney under order of 18th December 1873.

BOMBAY PORT TRUST.

EXCERPTS from the proceedings of a meeting of the Trustees of the Port of Bombay held on the 30th inst.

Resumed consideration of letter from the Acting Deputy Conservator and Master Attendant, dated 16th August, recommending that the following addition be made to the Port rules : " It shall be the duty of the master of any vessel on entering the Port, having on board kerosine or other inflammable oil or explosive material as cargo, to give notice thereof to the pilot immediately on his boarding such vessel. Vessels having on board kerosine or other inflammable oils or explosive materials as cargo shall be anchored outside and clear of the rest of the shipping, or in such position as the Deputy Conservator and Master Attendant may direct."—Resolution : The Trustees do not consider that the proposed rule is required at present.

Read letter from A. Crawford, Esq., Collector of Ratnagherry, enquiring with reference to correspondence that took place between the Trustees and him while he was Collector of Colaba in 1876, whether the Trustees think it absolutely essential that Kennery should be connected by wire with Bombay, or whether it would not suffice if the proposed coast telegraph line passed through Alibag, whence all disasters could be promptly wired to Bombay. He states that the cost of even the shortest line of cable would be heavy. Read report by the Acting Deputy Conservator and Master Attendant, dated 18th August, stating that, under existing circumstances, it does not appear to him to be absolutely necessary to connect Kennery Island with the Coast telegraph line, although, in time of war, as part of a system of defence, telegraphic communication with the advanced position at Kennery Island might be of the greatest service to warn Bombay in case the approach of hostile ships from the Southward. Read minutes of members of Harbour and Pilotage Committee.—Resolution : The Collector of Ratnagherry should be informed that the Trustees are not prepared to incur any considerable expense in connecting Kennery with Bombay by telegraph.

Read letter from the Acting Traffic Manager, dated 21st August, quoting the prices of food grains on that date.—Resolution : The same allowances to peons and other menial servants of the Trust as was made in July should be given for August.

Read letter from the Acting Deputy Conservator and Master Attendant, dated 28th August, forwarding a statement showing that the Dromedary has earned Rs. 1,200 during the month that she has been working. Resolution : To be recorded.

Read letter from the Acting Traffic Manager, dated 17th August

fig favour have little or no foundation in fact. In a word, it would appear that any railway having a gauge of less than 4ft. 8½in. must be a failure save under circumstances which are met with so rarely that they hardly deserve consideration. In the United States narrow gauge railways seem just now to be generally condemned. Their success on the Continent is probably due entirely to peculiar conditions of traffic, and there is even some reason to suppose that lines 4ft. 8½in. wide would have answered at least as well. With these facts, however, we have little to do. Engineers and others in this country are, however, largely interested in Indian affairs; and there is but too much reason to think that the failure of the narrow gauge system in Hindostan is complete. Indeed, it would never have been adopted, we fancy, had all the facts concerning the conditions under which railways are worked in India been placed at the disposal of engineers. A device once employed by a Government is certain to be kept in use, the mere weight of official precedent being sufficient to ensure its repetition, and for this reason the Indian Government propose even now to continue the construction of narrow gauge railways, and that in districts where they are certain to prove in most costly failure. The latest advices from India tell us that the Secretary of State for India has sanctioned the construction of the Western Rajpootana Railway on the metre gauge. The line is to run between Ahmedabad, about 50 miles from the upper end of Gulf of Cambay, and Ajmere, a town lying at the northern extremity of the Aravali mountain chain, and distant some 280 miles, as the crow flies, from Ahmedabad. The line will traverse the very centre of an important province, and its dimensions are sufficient to give it unusual importance. It will be admitted, therefore, that the Government should carefully consider the suitability of the proposed gauge to the duties a railway at least 300 miles long will have to discharge. We have reason to think that proper discussion has not been used in this matter; and we feel certain that a grave mistake will be committed should the metre gauge be finally adopted.

The Bombay Chamber of Commerce has sent a memorial on the subject to the Marquis of Salisbury. It is a temperately-written document, and its indictment of the narrow gauge system is sweeping, and to a great extent conclusive. Some of the arguments it contains are almost new, and have been derived from practical experience. What these are we shall explain presently The memorialists begin by expressing their joy that a railway is to be made, and they assert that it will prove of "very great public utility;" but they add, in almost the same breath, that the decision to make it on the metre gauge "will nullify nearly all the advantages which this important undertaking would otherwise confer upon the local districts, upon the country, and upon all who are interested in the commerce of India." The old argument in favour of narrow gauge lines is that they can be made much more cheaply than that of the normal width. It is to be feared that in many instances comparisons of this kind have been unfairly drawn. The Bombay Chamber of Commerce avoid this fault. They show that the cost of the new line will be about 67,500 rupees, or say £6750, per mile, that being the expense of the narrow gauge line between Agra and Delhi and Ajmere, while the Kattywar extension of the Bombay and Baroda and Central of India, 5ft. 6in. gauge road, has actually not cost so much, the expense being but £5320 per mile. Making allowance, however, for certain circumstances in favour of the broad gauge line in this case, the memorialists come to the conclusion that the entire sum to be saved by making the new road 3ft. 3¼in. wide instead of 5ft. 6in. will not exceed £800 per mile, the country being so easy that the whole difference in the cost of the two systems would be that of the heavier rails and additional ballast required for the broad gauge track; and the memorialists then go on to show that the cost of working the narrow gauge road must be greater than that of working the normal gauge line. Now little information has hitherto been available concerning the expenses of narrow gauge railways, and the data contained in the memorial in this connection are consequently very valuable. They appear to have been collected with great care and impartiality. The only test, it is contended, of the economical working of a railway is the average mileage cost of the haulage of a ton of goods. With some reservation, we are willing to accept this definition as being sound. It is certainly sound without any limitation in the case under consideration. The expenses of hauling a ton of goods one mile were, in 1876, on the Great Indian Peninsula line 435d.; on the East Indian main line, 253d.; on the Jubbulpore branch of the same road, 413d.; on the Bombay, Baroda, and Central India road, 555d.; and on the Madras Railway, 793d.; the general average being 478d. Turning now to the metre gauge Rajpootana State Railway, it appears that the cost of working has been 1·026d. per ton per mile, or more than twice as much as the average of the four great broad gauge lines we have named.

It will be understood that we are here dealing with a narrow gauge line which is not unduly pressed. If it were worked to the maximum limit of its capacity, it is probable that the expenses would be augmented, and this brings us at once to a most important point, which is that Indian railways have a very irregular traffic to conduct, and that they must be competent to cope with its maximum amount if they are to be thoroughly efficient. It is urged, and with much reason, that at this moment the broad gauge lines are not able to deal with the traffic thrown on them, and that narrow a gauge road will be very much worse off. Indeed, we have before us in our Indian advices a curious picture of the condition of affairs on the railways. Since October, 1876, there has been a complete block on the Great Indian Peninsula and East Indian Railways, partly due to the necessities of the famine districts, but also attributable in no small degree to the great export trade in grain and seeds which the railways have called into existence. The East Indian Railway Company, on the 18th of May, 1877, published a notice with reference to their through traffic to Bombay which runs thus:—"It having been found necessary, with a view to avoid a continuance of the block of loaded wagons at Jubbulpore Junction, to limit the quantity of traffic *viâ* Jubbulpore from the East Indian Railway, consignors of goods at the East Indian Railway stations are warned that the accumulation of goods at the East Indian Railway stations for conveyance in that direction is considerable, and that the despatch of further consignments is for the present very uncertain." And it is beyond doubt that large quantities of grain are now rotting at the road-side for want of means of transport. The railway returns of traffic published by the East Indian Company have ordered fifty locomotives and 1,000 wagons, while the Great Indian Peninsula Railway Company have ordered forty new engines. Such facts as these all go to show that small or second class lines are quite unsuitable for a country like North-Western India, the development of whose wealth by railways is apparently proceeding very rapidly indeed. As bearing on the question at issue, we reproduce here a suggestive paragraph from Major-General Kennedy's report on the measures used to relieve the famine districts, which report was presented to the Bombay Government on the 28th of last April. "It has been clearly brought out," writes Major-Gen. Kennedy, "by the facts of the present season's famine traffic, that occasions such as the present may arise when, in order to feed a large population, grain has to be carried over single lines of railway for long distances, in quantities sufficient to strain to the utmost the resources of the best appointed lines on the standard 5ft. gauge; and as it may be assumed that narrow gauge lines would be far less efficient, the unsuitability of the metre gauge for long lines of through communication cannot be put out of sight when thought is taken for the proper and efficient administration of a country liable to be affected with drought and famine. Although the railway lines that have been concerned in the present case—i. e., the East Indian, the Great Indian Peninsula, and the Madras Railways—have failed to do all that was required of them, or that was needful to meet the full necessities of the case, they have nevertheless, it may be truly said, largely contributed to save Southern India from a very great calamity; but they have not done this with any margin to spare, or without some injury to particular sections of general trade or to individual traders. The standard gauge lines have barely been able to satisfy essential and urgent demands; and under similar circumstances narrow gauge lines would probably have broken down altogether. Indeed, it is known that in the southern part of the Madras Presidency considerable inconvenience arose at a break of gauge."

We may, with the memorial of the Bombay Chamber of Commerce before us, take it as proved that narrow gauge lines are unable to meet the sudden demands likely to be made upon them in India; and that they are far more expensive to work than broad gauge lines. At first sight, it is difficult to see how the latter statement can be true; but we think we can clear up the point in a moment. When a given quantity of goods—say grain—has to be conveyed over a line of railway two systems of conveyance may be adopted, that is to say, we may run large trains at long intervals, or small trains more frequently. Now, on the broad gauge lines in India, a goods train complete weighs on the average 505 tons; but on the Rajpootana State, metre gauge railway, the average goods train weighs but 200 tons, so that the broad gauge train is really two and a-half times as heavy as the narrow gauge train, while its speed is higher. The expenses of repairing a locomotive engine are, in certain respects, independent of its dimensions; in other words, it will not cost twice as much to keep a broad gauge engine hauling—say 450 tons—in order as it will to keep a narrow gauge engine—hauling but 180 tons—in repair. The broad gauge engine again will burn less coal per ton per mile than the little engine, and four men can take charge of a 505 ton train, while a smaller number will not suffice for the 200 ton train. It will be seen that in this way a comparison of the cost of haulage per ton per mile must be against the narrow gauge system. It is argued, we know, that the small engines being light, the wear and tear of the permanent way will be reduced. But it is evident that to carry 1,010 tons on the broad gauge two trips will suffice, while no fewer than five trips are required on the narrow gauge line; and it has yet to be proved that the wear and tear of a 45 lb. rail will not be as much if a wheel loaded with 3 tons runs over it five times as will be that of a 70lb. rail traversed twice by a 5 ton wheel. It is to be remembered, further, that the broad gauge lines—given rolling stock enough—can always run at least as many trains in twenty-four hours as the narrow gauge line; and this being the case, it appears to be proved that the ultimate capacity of a railway with a gauge of 5ft 6in. is two and-a-half times as great as that of a metre gauge road. Recent experiments in the conduct of Indian railway traffic go to show that the utmost capacity of a 5ft. 6in. single track road is not too much for the work it may be called on to perform. If this be the case, nothing can be urged in favour of narrow gauge railways for India which deserves a moment's consideration. It is proper to add that we ourselves have, in common with a very influential body of engineers in this country, been disposed to regard the narrow gauge system as suitable for certain portions of India. But assuredly we did not expect that any heavy demands would be made on the carrying capacity of such lines for many years to come. In a word, the Indian grain trade bids fair to assume colossal proportions, and may yet play a very important part in the supply of foodstuffs to the Old World. Circumstances alter cases. The Indian Government have, it would seem, made a mistake in very good company; but they should now be cautious that they do not convert this mistake into a blunder by extending a system of railway construction which there is good reason to think is unsuited to the growing wants of a vast empire. The opinions of the members of the Bombay Chamber of Commerce would at any time be entitled to consideration. The fact that hundreds of tons of grain are rotting beside great railways is tolerably conclusive evidence of the soundness of the arguments urged in their memorial.

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32 12	35 0	MOSELLE MUSCATEL (very choice)	34 0	36 8
28 12	...	MOSELLE, excellent Wine	30 0	...
Qts. Rs. A.	Pts. Rs. A.	STILL GERMAN WINE.	Qts. Rs. A.	Pts. Rs. A.
46 4	48 4	HOCK JOHANNISBERGER, superior	48 8	50 8
35 12	...	MARCOBRUNNER	40 8	...
31 8	...	LIEBFRAUMILCH	34 0	...
28 12	30 8	HOCK RUDESHEIMER, MELLOW	30 0	32 0
24 0	25 0	" RUDESHEIMER, fine flavour	25 0	27 0
21 4	22 8	" LAUBENHEIMER, light refreshing	19 8	22 8
25 8	27 4	RED HOCK ASSMANHAUSER	26 8	28 8
29 4	...	STEIN-WEIN is BOCKSBEUTEL, most pleasing Wine	30 8	...
29 12	31 8	MOSELLE, BRAUNBERGER, delicate superior flavor	31 0	33 0
Qts. Rs. A.	Pts. Rs. A.	PORT.	Qts. Rs. A.	Pts. Rs. A.
35 0	...	OLD CRUSTED, very choice (some years in bottle)	36 8	...
25 4	27 4	INVALD'S full-bodied gold Capsule	26 8	28 8
21 8	23 8	DESSERT WINE, superior Black seal soft and mature	22 8	23 8
18 12	20 12	A GOOD SOUND FULL WINE, red seal	19 8	21 8
23 8	...	SACRAMENTAL WINE	23 8	...

CUTLER, PALMER'S COGNAC AND OTHER SPIRITS.
Our duty paid Prices are:—

Per dozen. Rs. A.			Per Dozen Rs. A.
24 12	Blue Capsule, a capital pog brandy	*	25 8
13 4	In Flasks		13 12
8 0	Half flasks		8 4
26 8	White Capsule, delicate flavor	**	27 8
14 4	Do. In Flasks "		14 12
30 0	Yellow Capsule, fine old, soft pale	***	31 0
16 0	Do. In Flasks		16 0
32 12	Black Capsule, superior old pale, the finest imported	****	34 0
17 4	Do. In Flasks		18 0
43 4	BLACK CAP, extra superior rare old		44 0
21 4	RUM, the finest old Jamaica		22 0
19 8	Do. fine "Pineapple"		20 0
21 4	GIN, London Old Tom, first quality		23 0
21 4	FIELD'S GIN		22 0
24 12	WHISKY SCOTCH, Fine old extra quality		25 8
23 4	WHISKY, Irish and Scotch, fine, old pure		23 0
17 8	GENEVA, in flasks, the best		18 0
15 12	SCHNAPPS SCHIEDAM AROMATIO ANTI-DYSPEPTIC CORDIAL		16 0

Per Gal without Jar. Rs. A.	CUTLER, PALMER'S COGNAC IN JARS.	Per Gal without Jar. Rs. A.
13 8	COGNAC, * * * *	14 0
12 0	" * * *	12 0
10 0	" * *	10 0
9 4	" *	9 8

The Jars can be returned for refilling. An allowance of price for the Jar willbe made, deducting all outlay for carriage to godown.

Empty Jar	1 Gallon	Rs. 2 0 Each.
Do.	2 "	" 3 0 "
Do.	4 "	" 4 0 "

Wood Taps Rs. 1-8 each. Plated Taps Rs. 4 each.

Qts. Rs. A.	Pts. Rs. A.	LIQUEURS.	Qts. Rs. A.	Pts. Rs. A.
46 8	48 8	CURACAO, Amsterdam, Orange and White	48 0	50 0
8 12	...	CHARTREUSE GREEN per Bottle	7 0	...
5 12	...	Do. YELLOW "	6 0	...
50 4	54 4	MARASCHINO DE ZARA best	53 0	56 0
46 8	...	NOYAU DE MARTINIQUE	48 0	...
36 8	...	CREME DE MOYAU	38 0	...
37 0	39 0	CHERRY BRANDY, best Copenhagen	38 8	40 8
19 12	...	ORANGE BITTERS	20 8	...
29 4	...	"KILL THE CROW" BITTERS	30 8	...
...	27 0	ASSORTED LIQUEURS, CHOICE	...	28 0

July, 1877.

FELT HATS AND HELMETS.

THORPE & Co. have just OPENED a LARGE SHIPMENT for the present Season.

FELT HATS.

	Rs. a.
The Duke, New low Round Crown	7 0
Ditto ditto Extra Quality	8 0
Black Felt, medium height, Square Crown	8 0
Ditto ditto Round Crown	8 0
Soft Black Felt, Round Crown	8 0
Brown Felt, Fashionable Round Crown	8 0
Drab Felt, ditto ditto	8 0
Soft Crown, Black and Drab	3 0
Drab Soft High Crown	3 0
Black and Drab Soft Travelling Hats	7 8
Tweed Travelling Hats, in great variety, 2-8 to	5 8
Drab Shell Hats	10 0
Black Silk Dress	13 8

HELMETS.

	Rs. a.
Hawk's Regulation, best quality, covered white Doe	20 0
The New Spike for Infantry	7 0
Spike and Plate for Staff and Cavalry	10 0
Gilt Chin Chains	6 0
Ellwood's Helmets, White	13 8
Ellwood's White Hunting Helmets	13 8
Ellwood's Shikar Hat, covered Flax	13 8
Ellwood's Patent Air-Chamber Felt Helmets, a sure protection against sunstroke	18 0
Christy's Drab Felt Helmets	10 0
Light Drab Felt Helmets for Lady or Gentleman	10 0
Light Helmets with extra Band	10 0
Drab Felt Milton Hats	6-8 to 8 0

LESS 10 *PER CENT FOR CASH.*

THORPE AND COMPANY,
CIVIL, NAVAL AND MILITARY TAILORS,
MEADOW STREET, FORT, BOMBAY.

NOTICE.

REDUCTION IN PRICE.

APOLLINARIS WATER.
Arrangements have now been made by which this celebrated Water can be had at the following reduced prices—
CASK containing 8 dozen Pints ..... Rs. 16 0
" " 6 " Quarts ..... " 15 0
" " 4 " " ..... " 13 0

APOLLINARIS
A NATURAL MINERAL
PURE, NATURAL, EFFERVESCING WATER
FROM THE APOLLINARIS BRUNNEN. WATER.

APOLLINARIS WATER.—THE QUEEN OF TABLE WATERS.—"A great boon to all, but especially suited by its absolute purity and mild alkalinity to ward off the most fatal diseases of TROPICAL CLIMATES."—*British Medical Journal.*
"Possesses organic purity in the highest degree, wholly charged with its own Natural Gas. The production of the spring is equivalent to 40,000,000 of quart bottles per annum."—J. A. WANKLYN, Y. Pres. of the Society of Public Analysts, &c., &c.
APOLLINARIS WATER.—"Far superior to ordinary MANUFACTURED AERATED WATERS."—*Medical Times.*
APOLLINARIS WATER.—"The favoured drink of the favoured classes. The fashion in the Clubs, and universally recommended as a pure, refreshing drinking water by the Medical Profession. Especially suited moreover for Tropical Climates."—*London Medical Record.*
"APOLLINARIS WATER has rapidly attained a great and well-deserved popularity in England.